

# SOUTHEAST ISSAQUAH BYPASS

## Draft Supplemental Environmental Impact Statement and Section 4(f) Evaluation

June 2004

### Comment Letters on June 2000 Draft EIS



Washington State  
Department of Transportation



U.S. Department of Transportation  
Federal Highway Administration



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# **Southeast Issaquah Bypass**

## **Draft Supplemental Environmental Impact Statement and Section 4(f) Evaluation**

June 2004

## **Comment Letters on June 2000 Draft EIS**



U.S. Department of Transportation  
Federal Highway  
Administration



Washington State  
Department of  
Transportation



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## **Comments Received on the Southeast Issaquah Bypass Draft EIS**

This volume includes copies of the written comments and public hearing testimony received on the Southeast Issaquah Bypass Draft Environmental Impact Statement (DEIS) issued in June 2000. Because the project has changed substantially since issuance of the DEIS, most of the specific questions and issues raised by these comments are not relevant to the current project design. Broad issues such as impacts on water quality, wetlands, schools, air quality, and noise are addressed in the analysis presented in the Draft Supplemental EIS (DSEIS) and its Technical Appendices, as those issues relate to the current design. General responses to each of the agency letters are provided on the following pages.

This volume also provides general responses to the individual letters that raised questions for which direct responses may not be apparent in the DSEIS. A separate formal public comment period is being held for new comments on the analysis presented in the Southeast Issaquah Bypass DSEIS, and for new comments on the current project design. The date and time for this hearing is identified in the SEPA Fact Sheet at the front of the DSEIS document. Comments received on the DSEIS will be addressed in the Final EIS for this project.

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## **General Responses**

# **Responses to June 2000 Draft EIS Comment Letters**

## ***General Responses to Agency Letters***

### **Department of Ecology (8/14/00)**

**Response to Comments:** Thank you for your comments. Because of significant changes in the proposed project design since completion of the Draft EIS, new analysis of potential environmental impacts is presented in this Draft Supplemental EIS. The following sections of this DSEIS address issues identified in this letter: Alternatives (Chapter 2), Wetlands, Floodplains, Water Quality, and Hydrologic Systems (Chapter 4). Proposed mitigation measures are also identified in each of these elements.

Regarding potential speculative development, planned development considered under cumulative impacts analysis is based on information provided by the City of Issaquah and King County. Each of the major development projects considered have been evaluated by project-specific environmental impact statements and are under varying degrees of on-going development. In addition, an environmental impact statement is currently being prepared for the largest project immediately adjacent to the proposed Southeast Bypass roadway, the Park Pointe development. Therefore, this development is not considered speculative and was anticipated within the City's comprehensive plan, consistent with growth management guidelines.

Under concurrency requirements of the statewide Growth Management Act, cities must identify expected development within their jurisdiction and plan transportation improvements to serve the expected rate of growth based on this development. The proposed Southeast Bypass arterial is intended to provide one component of the necessary transportation improvements required by the city to serve future development. Based on current levels of development and projects expected to be completed within the cumulative impacts area defined for this analysis, additional capacity will be needed throughout the city to meet future travel demands.

### **Washington Fish and Wildlife (8/14/00)**

**Response to Comments:** Thank you for your comments. Because of significant changes in the proposed project design since completion of the Draft EIS, new analysis of potential environmental impacts is presented in this Draft Supplemental EIS. The following sections of this DSEIS address issues identified in this letter: Alternatives (Chapter 2) Wetlands, Fisheries, and Floodplains (Chapter 4).

### **Washington Department of Natural Resources (8/15/00)**

**Response to Comments:** Thank you for your comments. Because of significant changes in the proposed project design since completion of the Draft EIS, new analysis of potential environmental impacts is presented in this Draft Supplemental EIS. The following sections of this DSEIS address issues identified in this letter: Recreation section under Social Elements and Land Use (Chapter 4), and Section 4f evaluation (Chapter 6).

### **Environmental Protection Agency (8/28/00)**

**Response to Comments:** Thank you for your comments. Because of significant changes in the proposed project design since completion of the Draft EIS, new analysis of potential environmental impacts is presented in this Draft Supplemental EIS. The following sections of this DSEIS address issues identified in this letter: Purpose and Need (Chapter 1), Alternatives and Traffic Analysis (Chapter 2), Affected Environment (Chapter 3), Floodplains, Hydrologic Systems, Water Quality, Schools under Social Elements, Land Use, Air Quality, Vegetation and Wildlife, and Fisheries (Chapter 4).

### **U.S. Fish and Wildlife (9/14/00)**

**Response to Comments:** Thank you for your comments. Because of significant changes in the proposed project design since completion of the Draft EIS, new analysis of potential environmental impacts is presented in this Draft Supplemental EIS. The following sections of this DSEIS address issues identified in this letter: Alternatives (Chapter 2), Floodplains, Hydrologic Systems, Water Quality, Wetlands, Vegetation and Wildlife, Fisheries, Threatened and Endangered Species, Historic and Cultural Resources, and Recreation (Chapter 4), Section 4(f) evaluation (Chapter 6).

### **Issaquah Parks and Recreation (8/14/00)**

**Response to Comments:** Thank you for your comments. Because of significant changes in the proposed project design since completion of the Draft EIS, new analysis of potential environmental impacts is presented in this Draft Supplemental EIS. The following sections of this DSEIS address issues identified in this letter: Pedestrian and Bicycle Facilities section under Social Elements, Recreation, and Vegetation and Wildlife (Chapter 4), and Section 4(f) evaluation (Chapter) 6.

Alternative 4 is no longer the preliminary preferred alternative in this DSEIS and the South B alignment has been dropped from further consideration. Alternative 6 is now identified as the preliminary preferred alternative and includes the South C alignment in the southern project area. The South C alignment would have far fewer impacts on the natural environment and would avoid many of the issues raised under the former South B approach.

The cumulative impacts study area has been modified in the DSEIS. Although a number of potential projects have been identified within the cumulative impacts section, detailed information has not been obtained to allow a quantitative analysis within each individual element. The DSEIS does, however, include new discussions of cumulative impacts in many of the environmental elements, providing additional analysis of these potential impacts.

### **Puget Sound Regional Council (8/14/00)**

**Response to Comments:** Thank you for your comments. Because of significant changes in the proposed project design since completion of the Draft EIS, new analysis of potential environmental impacts is presented in this Draft Supplemental EIS. The following section of this DSEIS address issues identified in this letter: Alternatives (Chapter 2) and Land Use (Chapter 4).



**Issaquah School District (8/14/00)**

**Response to Comments:** Thank you for your comments. Because of significant changes in the proposed project design since completion of the Draft EIS, new analysis of potential environmental impacts is presented in this Draft Supplemental EIS. The following sections of this DSEIS address issues identified in this letter: Alternatives (Chapter 2), Noise, Land Use, and Recreation section under Social Elements (Chapter 4).

**U.S. Department of Health and Human Services (8/15/00)**

**Response to Comments:** Thank you for your comments. Because of significant changes in the proposed project design since completion of the Draft EIS, new analysis of potential environmental impacts is presented in this Draft Supplemental EIS. The following sections of this DSEIS address issues identified in this letter: Water Quality and Hydrological Systems (Chapter 4).

**Muckleshoot Indian Tribe (8/15/00)**

**Response to Comments:** Thank you for your comments. Because of significant changes in the proposed project design since completion of the Draft EIS, new analysis of potential environmental impacts is presented in this Draft Supplemental EIS. The following sections of this DSEIS address issues identified in this letter: Alternatives (Chapter 2), Hydrologic Systems, Floodplains, Water Quality, Wetlands, Vegetation and Wildlife, Fisheries, and Threatened and Endangered Species (Chapter 4).

***General Responses to Selected Individual Letters*****Letter from John MacDuff (7/6/00)**

**Response to Comments:** Thank you for your comments. State and local agencies will make the final decision regarding issuance of permits for the proposed project. Information provided in this DSEIS will be used in determining whether the City of Issaquah has met appropriate conditions for issuance of all permits necessary for the proposed roadway construction.

**Letter from John MacDuff (7/7/00)**

**Response to Comments:** Thank you for your comments. Chapter 6 of the DSEIS includes additional information regarding public comments on the Southeast Bypass project. The summary of comments included in the Draft EIS was provided to indicate the nature of comments received on the proposed project during the six-year history of the project, without necessitating reprinting each letter. Federal regulations allow such summarization to prevent EIS documents from becoming overly long in length (Code of Federal Regulations [40 CFR 1500.4]). This DSEIS does contain a copy of each letter received during the formal comment period on the Draft EIS in a separate volume, and new environmental analysis is provided throughout this document.

#### **Letter from Larry Franks (7/24/00)**

**Response to Comments:** Thank you for your comments. Because of significant changes in the proposed project design since completion of the Draft EIS, new analysis of potential environmental impacts is presented in this Draft Supplemental EIS. The following sections of this DSEIS address issues identified in this letter: Alternatives and Traffic Analysis (Chapter 2).

Regarding regional cooperation, the City of Issaquah sponsored a series of High Capacity Transit workshops in late 1997 and early 1998 attended by city, county and regional transit officials. The HCT workshops were intended, in part, to address regional concerns for transit service in the Issaquah area. The Draft Environmental Impact Statement for the Southeast Issaquah Bypass was prepared in cooperation with King County, as has been this Draft Supplemental EIS. Issaquah has continually participated in commute trip reduction, growth management, and land use planning efforts that require regional cooperation. The City remains committed to working with adjacent jurisdictions in seeking appropriate regional solutions to multi-jurisdictional issues in east King County and beyond.

#### **Letter from Jim Brady (8/1/00)**

**Response to Comments:** Thank you for your comments. Because of significant changes in the proposed project design since completion of the Draft EIS, new analysis of potential environmental impacts is presented in this Draft Supplemental EIS. The following sections of this DSEIS address issues identified in this letter: Alternatives (Chapter 2), Vegetation and Wildlife, Recreation section under Social Elements, and Visual Quality (Chapter 4).

The locations of each of the proposed build alternatives have been identified on engineering alignment drawings that include detailed survey and topographic information. Extensive field visits, combined with ground-level and aerial photographs of the project area, have assisted EIS contributors in determining potential impacts of the proposed project without the need for additional field marking of each route.

The environmental analysis for the South SPAR and Sunset Interchange project was provided in a separate document because the improvements associated with that work were identified as an independent project. The cumulative impacts section of Chapter 4 in this Draft Supplemental EIS addresses the potential combined impacts from the South SPAR/Sunset Interchange project and those of the Southeast Bypass project.

#### **Letter from Rhys A. Sterling (7/17/00)**

**Response to Comments:** Thank you for your comments. Because of significant changes in the proposed project design since completion of the Draft EIS, new analysis of potential environmental impacts is presented in this Draft Supplemental EIS. The following sections of this DSEIS addresses issues identified in this letter: Floodplains, and Hydrologic Systems (Chapter 4).

This letter presents considerable flood data prepared by the author, most of which is in connection to site-specific information on his client's property. This data is not reprinted here. Since completion of the Draft EIS, a new study of the floodplain within the city was conducted by Montgomery Water Group, including new floodplain mapping. The analysis in this DSEIS is consistent with this new material and the Floodplains and Hydrologic Systems section of this document reflect consideration of this recent data.

**Letter from Robert Rakita (8/4/00)**

**Response to Comments:** Thank you for your comments. Because of significant changes in the proposed project design since completion of the Draft EIS, new analysis of potential environmental impacts is presented in this Draft Supplemental EIS. The following sections of this DSEIS address issues identified in this letter: Hydrologic Systems, Water Quality, and Geology and Soils, (Chapter 4).

The Geology and Soils Technical Report prepared for the Draft EIS in 1998 does not verify the conditions described in the 1978 study to which the writer refers. Geologic borings were conducted, and test pits were also used, to determine existing conditions in the Southeast Bypass area for the 1998 study.

**Letter from Virginia Blodgett (8/11/00)**

**Response to Comments:** Thank you for your comments. Because of significant changes in the proposed project design since completion of the Draft EIS, new analysis of potential environmental impacts is presented in this Draft Supplemental EIS. The following sections of this DSEIS address issues identified in this letter: Alternatives (Chapter 2) Water Quality, Hydrologic Systems, and Noise (Chapter 4).

The proposed project's previous connection nearest 238th Way SE, the South B alignment, has been dropped from further consideration. Impacts for the new South A alignment, which is further removed from 238th Way SE than the former South B alignment, are described in this DSEIS.

**Letter from Linda N. Souma (8/1/00)**

**Response to Comments:** Thank you for your comments. Because of significant changes in the proposed project design since completion of the Draft EIS, new analysis of potential environmental impacts is presented in this Draft Supplemental EIS. The following section of this DSEIS address issues identified in this letter: Alternatives (Chapter 2).

Through a series of meetings held in summer 1997, it was determined that each of the Issaquah area projects would have independent utility, and therefore, would be subject to separate environmental review. These meetings, attended by Issaquah, Washington State Department of Transportation, Federal Highway Administration, and project consultant team members, resulted in agreement that independent review should proceed (Position Paper on Segmentation, May 14, 1997; Meeting Notes with FHWA dated August 5 and September 9, 1997). This was determined to be true for all three Issaquah-area projects. The North SPAR project would exist even if the South SPAR project had not been built, and it would still serve the Issaquah Highlands development. The South SPAR project was considered dependent on the I-90 Sunset Interchange and that is why those two projects were linked in a single environmental impact statement. The South SPAR/Sunset Interchange project, however, was not considered dependent on construction of the Southeast Issaquah Bypass or the North SPAR project. Finally, the Southeast Issaquah Bypass is not considered dependent on either of the SPAR projects, nor the I-90 Sunset Interchange Improvements.

Since issuance of the Southeast Bypass Draft EIS, both the North SPAR and South SPAR/Sunset Interchange projects have been completed and are serving local traffic needs as intended. Therefore, even if the proposed Southeast Bypass project is not constructed, these two projects will continue to function as designed.

#### **Letter from Connie Marsh (8/7/00)**

**Response to Comments:** Thank you for your comments. Because of significant changes in the proposed project design since completion of the Draft EIS, new analysis of potential environmental impacts is presented in this Draft Supplemental EIS. The following sections of this DSEIS address issues identified in this letter: Alternatives and Traffic Analysis (Chapter 2) Land Use, Noise, Visual Quality, Economics, Floodplains, Hydrologic Systems, and Wetlands.

To date, negotiations with permitting agencies have occurred through the Interagency Merger Agreement review process. Coordination with signatory agencies to this agreement is described in Chapter 2 and Chapter 6 of this DSEIS. Signatory agencies have provided input and guidance with respect to project purpose and need, alternatives considered, and project design, but no agency has formally “rejected” the proposed project. Federal, state, and local agencies will make final decisions regarding permit requests for the proposed project, and the City of Issaquah will make the final decision for, or against, construction of the proposed Southeast Bypass arterial roadway.

#### **Letter from John C. McCullough (8/14/00)**

**Response to Comments:** Thank you for your comments. Because of significant changes in the proposed project design since completion of the Draft EIS, new analysis of potential environmental impacts is presented in this Draft Supplemental EIS. The following sections of this DSEIS address issues identified in this letter: Alternatives (Chapter 2), Land Use, Wetlands, and Floodplains (Chapter 4).

The proposed Southeast Bypass would include a berm along its eastern side under Alternatives 3 and 4, which would pass immediately adjacent to the shooting range. Shooting activities at the range are oriented in an easterly direction, away from the proposed roadway. The proposed berm would provide an additional level of protection for drivers using the Southeast Bypass arterial. If it becomes apparent during design that unanticipated conflicts between the range and the proposed roadway could occur, other safety measures, such as walls or added landscaping, may be considered adjacent to the roadway.

#### **Letter from Terrie Thomson (8/15/00)**

**Response to Comments:** Thank you for your comments. Because of significant changes in the proposed project design since completion of the Draft EIS, new analysis of potential environmental impacts is presented in this Draft Supplemental EIS. Alternative 4 is no longer proposed as the preliminary preferred alternative. Presently, Alternative 6 has been designated the preliminary preferred alternative and the new design under that alternative would include the North C and South C alignments. The proposed project alternatives are described in more detail in this DSEIS in the Alternatives discussion (Chapter 2).

#### **Letter from John MacDuff (8/13/00)**

**Response to Comments:** Thank you for your comments. The proposed Southeast Issaquah Bypass project is identified in the City’s comprehensive land use plan and has also been included in King County and Puget Sound Regional Council documents identifying proposed projects in the Issaquah area.

The Southeast Bypass project is currently undergoing environmental review, and this DSEIS presents additional information on the project. This information will be used by the City of Issaquah in making its final decision regarding construction of the proposed roadway.

Presently, no permits for the project have been issued. If the city decides to build the Southeast Bypass project, applications for construction permits, and other permits associated with the project, would be made after project approval and prior to project construction.

**Letter from Save Lake Sammamish (8/8/00)**

**Response to Comments:** Thank you for your comments. Because of significant changes in the proposed project design since completion of the Draft EIS, new analysis of potential environmental impacts is presented in this Draft Supplemental EIS. The following sections of this DSEIS address issues identified in this letter: Traffic Analysis and Alternatives (Chapter 2), Water Quality, Hydrologic Systems, Floodplains, Vegetation and Wildlife, Fisheries, Air Quality, and Wetlands (Chapter 4).

A preliminary preferred alternative, Alternative 4, was identified throughout Chapter 4 of the Draft EIS. This DSEIS presently identifies Alternative 6 as the preliminary preferred alternative for the project, however the southern alignment under this alternative has changed to include the new South C alignment. Chapter 2 of this DSEIS provides more detail on the proposed project alternatives.

**Letter from Issaquah Environmental Council (8/14/00)**

**Response to Comments:** Thank you for your comments. Because of significant changes in the proposed project design since completion of the Draft EIS, new analysis of potential environmental impacts is presented in this Draft Supplemental EIS. This letter contained reprints of numerous newspaper articles, letters to the editor, and other comments on the Southeast Issaquah Bypass project over the past several years. That material is not reproduced here, however issues raised in press coverage and editorial comments are addressed throughout this SDEIS document.

## **Agency Letters**



STATE OF WASHINGTON  
DEPARTMENT OF ECOLOGY  
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August 14, 2000

Mr. Robert Brock  
Public Works Director  
City of Issaquah  
1775 12<sup>th</sup> Ave NE  
Issaquah WA 98027

Dear Mr. Brock:

Thank you for the opportunity to comment on the draft environmental impact statement (DEIS) for the Southeast Issaquah Bypass (FHWA-WA-EIS-00-1D). We have reviewed the DEIS and have the following comments.

**Alternatives:**

All of the alternatives presented include capacity for future development that is planned for the surrounding community. Based on statements in the DEIS and referenced studies of water quality impacts, 303(d) listed parameters, flooding, drop in aquifer levels, and impacts to bull trout habitat; it appears that the proposed development may be speculative, based on obtaining water rights and meeting water quality standards and the Endangered Species Act (ESA) requirements. If the proposed developments are speculative, an alternative that deals strictly with the immediate and future growth needs, without inclusion of the adjacent build-outs should be presented in the final environmental impact statement (FEIS). For the existing alternatives that are presented, an explanation of how the proposed adjacent development can deal with these issues should be included to justify the need for the additional capacity.

The DEIS did not discuss the feasibility of utilizing a tolling station, in conjunction with a park & ride, at the intersection of SR 18 and Issaquah-Hobart Road as an alternative. This option may provide a superior choice, in that it would avoid or minimize wetland impacts.

As presented in the DEIS, Ecology can not concur with alternative #4 as the preferred alternative, which includes the South B alignment and the more substantial wetland impacts (.92 acre versus .30 acre for the North B alignment). Choosing this alternative as preferred does not follow the required mitigation sequencing approach of avoidance, minimization, and then compensatory mitigation of wetland impacts. Other alternatives presented within the DEIS, specifically alternatives #3 and #5, have much lower direct and indirect impacts to the aquatic environment.

Mr. Robert Brock  
August 14, 2000  
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As stated in the DEIS, alternative #4 was chosen as the preferred alternative due to the higher social impacts of the other alternatives. The social impacts associated with alternatives #3 and #5, which do not result in a bisecting of the school property, do not seem to warrant the additional environmental impacts that would result with the alternative #4 alignment.

The social impacts presented to justify alternative #4 as the preferred alternative is the impact to 6 residences that would be compensated with a fair market value. To mitigate for these social impacts, the proponents could offer greater than the fair market value, while avoiding the increased wetland impacts and additional mitigation associated with these impacts.

**Wetlands:**

It is unclear whether the U.S. Army Corps of Engineers verified the wetland delineation for this project.

Although the direct wetland fill footprint is presented in the DEIS, other resulting impacts from bisecting the wetland adjacent to the LDS Church with the proposed South B alignment are not presented. Discussion should be included in the FEIS that defines the additional impacts that will occur as a result of bisecting the wetland, including at a minimum: disruption of habitat connectivity, impacts to aesthetics, and noise and human disturbance impacts to species using the wetland. These impacts would be reduced if the South A alignment were selected because it does not go through the center of the existing wetland.

Clarify how wetland buffer impacts were calculated in the DEIS. The chart on page 4-69 indicates a 25-foot buffer width for Category 2 and 3 wetlands (Ecology wetland rating system). Scientific literature<sup>1</sup> and Ecology's guidance do not support 25-foot buffers as adequate to protect various wetland functions. If this buffer width was used to calculate wetland buffer impacts for both road alignments, then these impacts will be greater than indicated in the DEIS.

The DEIS states on page 4-74 that, "stormwater conveyance facilities...would be designed and sited to avoid wetland areas as much as possible." The maps for both alignments indicate, however, that stormwater ponds will be located within wetland buffers. Ecology's current Stormwater Management Manual for the Puget Sound Region states:

<sup>1</sup> Castelle, A.J., A.W. Johnson and C. Conolly. 1994. Wetland and Stream Buffer Size Requirements – A Review. *Journal of Environmental Quality*. Vol. 23 No. 5.



*"Consider existing wetlands only if upland alternatives are inadequate to solve the existing or potential problem. Use of Waters of the State and Waters of the United States, including wetlands, for the treatment or conveyance of wastewater (including stormwater) is prohibited under state and federal law."*

Such an engineered facility, no matter how well maintained, does not support the natural functions that wetlands provide, due to the differences in purpose, structure and processes. Likewise, such facilities should be placed outside of wetland buffers, in order to preserve their protective functions. If site constraints require the placement of such a facility within a wetland buffer, then adequate compensatory mitigation should be provided to ensure the continued protection of the wetland resource.

Information on the size and age of the trees located in wetland GW is not included in the DEIS. If it contains a mature forested component, wetland GW may need to be re-evaluated utilizing Ecology's wetland rating system<sup>2</sup> to determine whether it is a Category I wetland, containing irreplaceable ecological functions.

Effects to forested wetlands from an altered hydrologic regime need to be discussed. Page 4-197 of the DEIS states, "it is likely that some of the detention system discharges would enter wetlands in the bypass corridor, potentially affecting local water levels and vegetation communities adapted to existing conditions. These unavoidable impacts would be minor." As stated above, wetlands should not be receiving stormwater discharges, as this would most likely violate the antidegradation policy. Changes to the hydrologic regime can eliminate a forested wetland. Adequate stormwater detention and treatment should be provided in this project, thereby evading these "unavoidable" impacts. Estimate the amount of hydroperiod alteration that is expected for this project.

#### **Flooding/Stormwater:**

As stated in the DEIS on page 4-51, flooding concerns in the lower elevation areas is becoming a problem for the City of Issaquah. Increase of flooding due to the additional impervious surfaces will need to be addressed and mitigated. Preservation or creation of upstream flow detention wetlands or aquifer recharge areas should be evaluated as an opportunity to reduce flooding impacts associated with the additional impervious surfaces of the new road. Another option that should be considered is the removal of abandoned impervious surfaces in the aquifer recharge zones in the lower valley areas.

Table 4-11 is unclear – the "existing wetland" column has different acreage than presented in other sections of the document.

<sup>2</sup> Washington Department of Ecology. 1993. Washington State Wetlands Rating System (Western Washington). Publication No. 93-74. <http://www.wa.gov/ecology/biblio/93074.html>

On page 4-43 there is discussion of infiltration for stormwater, and the statement is made that preliminary studies indicate that infiltration should be feasible. The FEIS should present a contingency plan for infiltration of stormwater in other locations providing that the estimated areas for treatment do not perform as expected.

The discussion of fisheries impacts in Chapter 4 is disturbing. It is stated that the bypass project will result in additional pollutant loadings to the north and south tributaries of Issaquah Creek. This is not a permitted discharge, and any discharges to these tributaries must meet water quality standards, and cannot result in additional pollutant loading or increased temperatures.

Increases in runoff quantity will also need to be addressed. The assumption in this section that this project will increase flow volume that will impact the tributaries is also incorrect. The stormwater for the project must meet quantity and quality requirements, and no new discharge is allowed to waters of the state that will impact beneficial uses as defined within the Water Quality Standards.

#### **Shorelands:**

All shoreline permits will be in accordance with the local Shoreline Master Programs and applicable state Chapter 90.58 RCW, Shoreline Management Act of 1971; Chapter 173-16 WAC, Shoreline Management Act Guidelines for Development of Master Programs; and Chapter 173-26 WAC, Shoreline Management Permit and Enforcement Procedures.

#### **Mitigation:**

Clarify what mitigation is proposed for temporary and cumulative wetland impacts. Although the DEIS states on page 4-73, "This mitigation plan will address creation of new wetland areas...to compensate for temporary construction impacts and unavoidable long-term impacts," it appears that the proposed mitigation measures use a replacement ratio that is based only on fill impacts to wetlands.

Clarify the mitigation measures for construction activities in wetlands, as included on page 4-178 of the DEIS. Specifically, will these measures include no work in wetlands or their buffers in the rainy winter period? Will temporary stormwater detention be provided? The statement on this page, "grading and filling...may allow sediment-laden runoff to drain into wetlands and Issaquah Creek tributaries" needs to be explained. More emphasis on avoidance of these impacts needs to be investigated. Washington's antidegradation policy (WAC 173-201A-070) provides the basis for protecting wetlands under chapter 90.48 RCW. It states that "existing beneficial uses shall be maintained and

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protected and no further degradation which would interfere with or become injurious to existing beneficial uses shall be allowed."

The DEIS does not discuss in detail the wetland functions that are being provided by the existing wetlands and those that are proposed for compensatory mitigation. This information needs to be provided for Ecology's review. Please clarify how the proposed created wetlands will achieve higher wetland functions than the existing wetlands provide, since the DEIS states that the existing wetlands, "generally provide low to moderate functions because of degraded conditions." The chart on page 4-69 of the DEIS indicates that most of the existing wetlands within the project area provide an overall high to moderate function rating.

Page 4-74 of the DEIS discusses shading impacts to the tree canopy, indicating trees will be "stunted by the reduction in sunlight", but considers this a "minimal" impact and does not offer compensatory mitigation. Tree canopy is important to providing certain wetland functions, such as wildlife habitat.

The DEIS does not discuss how the proposed wetland mitigation sites for both alignments will provide lost functions, especially wildlife habitat, as they are located near roadways, in some cases with inadequate or nonexistent protective buffers (i.e. mitigation site #1 for alignment B). Mitigation sites need to include appropriate buffers for the wetland functions that are to be provided, such as water quality, floodwater control, base flow support and wildlife habitat. Please specify what "appropriate width" means, as stated on page 4-76 of the DEIS.

Clarify the "compensatory mitigation" or "buffer averaging" discussed on page 4-76 of the DEIS, for the disturbed wetland buffers of both alignments. If portions of the proposed compensatory buffer are already being provided as a requirement for a separate development, this project cannot also claim credit for the 'dedication' of this area. While it is important to preserve the groundwater springs that supply the hydrology for wetland GW, the protective functions of a wetland buffer are largely a result of their width, so buffer averaging may not adequately compensate for the localized buffer loss.

"Buffer enhancement", as discussed on page 4-81 of the DEIS, may not be appropriate to maintain the functions of wetlands, such as wildlife habitat and species diversity.

"Enhancement" of the buffer cannot substitute for the loss in space between a natural system and a human one. Ecology would suggest that if the buffers are too narrow or impacted to adequately protect the wetland, then the wetland should be mitigated for as well.

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In both proposed alignments, the replacement ratio for compensatory wetland mitigation (2:1) is below Ecology's guidance for replacement of forested wetlands. The following table outlines the wetland mitigation "target" ratios used by Ecology:

| Wetland Rating     | Creation & Restoration |
|--------------------|------------------------|
| Category I         | 6:1                    |
| Category II or III |                        |
| Forested           | 3:1                    |
| Scrub/shrub        | 2:1                    |
| Emergent           | 2:1                    |
| Category IV        | 1.25:1                 |

In addition to the mitigation proposed for wetland fill, to mitigate for project impacts associated with flooding, filling in wetland buffers, addition of impervious surfaces and removal of undeveloped forest area, the applicants should consider preservation of existing wetland areas adjacent to the proposed mitigation wetlands, as well as preservation of high aquifer recharge areas in the upper watershed.

Thank you again for the opportunity to comment on the Southeast Issaquah Bypass DEIS. If you have any questions, please call Ms. Sandi Manning with our Shorelands and Environmental Assistance Program at (360) 407-6912.

Sincerely,



Rebecca J. Inman  
Environmental Coordination Section

EIS #004306

cc: Marcia Geidel, Shore  
Sandi Manning, Corps  
Sarah Suggs, NWRO  
NWRO SEPA File



State of Washington  
**DEPARTMENT OF FISH AND WILDLIFE** **PUBLIC WORKS ENG.**  
Region 4 Office: 16018 Mill Creek Boulevard - Mill Creek, Washington 98012 - (425) 775-1311

RECEIVED

AUG 16 2000

August 14, 2000

Sent Via FAX and Mail

Robert Brock  
Public Works Director  
Issaquah Public Works Department  
1775 12<sup>th</sup> Avenue Northeast  
Issaquah, Washington 98027

Dear Mr. Brock:

**SUBJECT: Draft Environmental Impact Statement, Southeast Issaquah Bypass,  
Unnamed Streams, Tributaries to Issaquah Creek, King County, WRIA  
08.0199 and 08.0178**

The Washington Department of Fish and Wildlife (WDFW) has reviewed the above-referenced State Environmental Policy Act (SEPA) document received on June 26, 2000, and offers the following comments at this time. Other comments may be offered if the project progresses.

The preferred alternative for the proposed project would require avoidable impacts to the south tributary and to wetlands GW and RD. These impacts can be avoided by using the South A alignment. Thus, WDFW may deny Hydraulic Project Approval (HPA) of any alternative which includes the South B alignment.

Wetlands which are adjacent to streams are within the ordinary high water line and are within the jurisdiction of the Hydraulic Code (WAC 220-110). State requirements for wetland mitigation include a minimum 3:1 replacement ratio for impacts to category 2 forested wetlands and a minimum 2:1 replacement ratio for category 2 or 3 scrub/shrub wetlands. Wetland buffer requirements for category 2 forested or scrub/shrub wetlands are 100-200 feet and for category 3 wetlands are 50-100 feet. The proponent will need to modify the proposed mitigation with this information to design a wetland mitigation plan which will be acceptable to WDFW. All impacts to existing springs, wetlands, and wetland and stream buffers which would be impacted by the project and by the project mitigation will also need to be considered.

WDFW has observed stream flow leaving wetland GW at the southwest corner of the LDS Church property and flowing into wetland VL. This stream seems to have been overlooked in the DEIS studies.

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WDFW does not agree with a conclusion on page 16 of Appendix G that refers to a 1999 biological assessment by Herrera Environmental which states that the project "...would have no negative impact on coho salmon...". WDFW requests the proponent to send a copy of this document to WDFW c/o DOE, 3190 - 160<sup>th</sup> Avenue Southeast, Bellevue, Washington 98008. WDFW believes that coho salmon definitely would be impacted by the project, particularly by the South B alignment.

The proposed increase in impervious surfaces would adversely affect stream and wetland hydrology and water quality and, thus, all downstream fish resources. The DEIS states on page 4-43 that "Detention design will meet Level 1 detention criteria." WDFW has determined that Level 1 detention design does not provide proper protection of fish life and, therefore, is not approvable. Level 2 is required by WDFW as the minimum standard necessary for this project to receive an HPA. Infiltration of stormwater should be incorporated into the project design to the maximum extent possible in order to recharge groundwater and prevent impacts to streams and wetlands.

WDFW will rely on this and its December 21, 1998 concurrence letter in determining how to handle the HPA or HPA denial for this proposed project.

Thank you for the opportunity to provide these comments. If you have any questions, please contact me at (425) 649-7042.

Sincerely,

Larry Fisher  
Area Habitat Biologist

LF:lf:sebypass.02s

cc: SEPA Coordinator, WDFW  
SEPA Coordinator, DOE  
MIT Fisheries, Walter



RECEIVED

AUG 16 2000

PUBLIC WORKS ENG.

JENNIFER M. BELCHER  
Commissioner of Public Lands

August 15, 2000

Bob Brock, Director  
Public Works Department  
City of Issaquah  
PO Box 1307  
Issaquah, WA 98027

RE: Draft Environmental Impact Statement (DEIS) for the SE Issaquah Bypass

Dear Mr. Brock:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement (DEIS) for the SE Issaquah Bypass and how the proposed project may affect adjacent Tiger Mountain State Forest lands and natural resources.

As noted in the DEIS, the proposed SE Issaquah Bypass northern alignments skirt the western boundary and encompass a portion of the West Tiger Mountain Natural Resources Conservation Area (NRCA), Tiger Mountain State Forest. Federal regulations prohibit the Federal Highway Administration from using land from a significant recreation area or wildlife area as defined in Section 4(f) of the Department of Transportation Act of 1966 unless (1) there is a determination there are no feasible or prudent alternatives and (2) the proposed action includes all possible planning to minimize potential impacts to the property. It is the Washington State Department of Natural Resources' (WDNR) interpretation of the definition of Section 4 (f) that the state designated NRCA provides wildlife habitat resources and functions as a "wildlife area" and meets the definition of "recreation" because of the recreational facilities provided in the NRCA and the recreational uses that occur on site. The NRCA provides a regional trailhead, High Point Trailhead, restroom and picnic facilities, and trail system throughout its 4,400 acres. Access to the NRCA is also provided from trails that originate in the City of Issaquah, i.e., High School and Sunset Way Trails.

The DEIS states the construction of the proposed project will directly impact the NRCA as defined by Section 4(f) and that those impacts shall be mitigated. From review of the DEIS, although it recognizes there will be direct adverse impacts on the NRCA, there are no measures included in the DEIS to minimize harm or other adverse impacts to a state resource area other than direct acquisition of the property. The property is held in state trust and the state must be adequately compensated for the acquisition; however, this action does not adequately address the intent of

Bob Brock  
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Section 4(f). The DEIS does not adequately make a determination or finding that there are no feasible or prudent alternatives nor that the proposed bypass includes methods to minimize those adverse impacts to the NRCA. The Measures to Minimize Harm section does not include the NRCA in its discussion or proposed mitigation measures.

Depending on which alignment is selected, approximately .06 to 1.55 acres of state NRCA land would apparently be acquired for the project proposal. However, in addition to the acquisition of land, there are adverse impacts associated with the proposed SE Bypass. The DEIS does not include a buffer or address the affect the bypass may have on those resources located adjacent to the roadway or the adverse effects of the roadway extend beyond the pavement and shoulders. With construction of the roadway, there is now a created edge effect where trees once surrounded by other trees are now located on the edge and more easily affected by winds. These trees have not developed a root structure to compensate for the winds and are, therefore, more easily subjected to windfall. Additionally, with the loss of forest through acquisition and edge effect, there is a loss to habitat and recreational values the NRCA was created to protect.

The DEIS does not incorporate mitigation measures to compensate for the loss of forested land, habitat, and recreational values that the NRCA is designed to preserve. It does state that further study is needed after a preferred alternative is selected and, if found appropriate, off-site mitigation required. Acquisition of the NRCA/state trust lands only satisfies a monetary obligation for the value of the land but does not address whether forested land, and habitat and recreational values will be provided offsite of the project area. When further study is warranted after the selection of final and preferred road alignment, it should be noted that off-site mitigation such as habitat improvements cannot occur on already public-owned natural resource, open space, or park lands. Location of such mitigation measures does not provide a "no net loss" of habitat lands, but instead shrinks the land base of already limited public resource and habitat valuable lands.

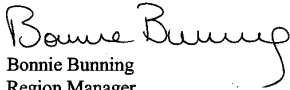
In addition to the wildlife habitat values the NRCA provides, there are the public recreational values and uses found within the NRCA. The proposed SE Bypass will significantly affect two critical public access/trailheads to the NRCA. These two access points located at the High School Trail, which is near the Second Avenue/Front Street South intersection and the Sunset Way Trail, is located at the on ramp to I-90. Additionally, the proposed SE Bypass will completely destroy the Issaquah Trail connection between the Sunset Way Trail and High School Trail which follows the old Burlington Northern railroad grade.

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The DEIS observes that the trails and trail connections which now exist and will be mitigated. It is important to maintain the ease of public access up to the NRCA from the downtown city locations. It is also important to maintain the small neighborhood parking areas (trailheads) at the end of East Sunset Way and Second Avenue. These small trailheads help in disbursing public use and access from the High Point Trailhead which is a heavily used trailhead and often is filled with cars past its design capacity (High Point is the most used trailhead in the state). In addition, the trail connection as it follows the former Burlington Northern railroad grade between the Sunset Way and High School Trails should be maintained. It is an important connection in the loop system of trails for the area and that it is one of the few trails that allows for mountain bicycle use. Thus, an off-road trail that can accommodate multi-uses would compensate for the loss of a multiple-use trail.

Again, thank you for the opportunity to comment on the DEIS for the SE Issaquah Bypass. If you have questions regarding the DEIS comments, please do not hesitate to contact Doug McClelland, King District Manager, at (360) 825-1631.

Sincerely,



Bonnie Bunning  
Region Manager

BBB/khb  
AUG00/DEIS SE Bypass

c: Doug McClelland



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 10  
1200 Sixth Avenue  
Seattle, WA 98101

September 28, 2000

Reply To  
Att. Of: ECO-013

Mr. Don Peterson  
Federal Highway Administration  
711 South Capitol Way, Suite 501  
Olympia, WA 98501

Dear Mr. Peterson:

The Environmental Protection Agency has reviewed the Southeast Issaquah Bypass Draft Environmental Impact Statement (DEIS). We are submitting comments on the DEIS in accordance with our responsibilities pursuant to the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act. Thank you for accepting our comments at this time.

The proposed action and preferred Alternative 4 are to construct a 1.5 mile arterial as a bypass in the downtown portion of the City of Issaquah. The bypass would connect with I-90 in the north and Issaquah-Hobart Road in the south, thereby providing a new route for north-south travel through the City. It would include 3 traffic signals along the route and would bisect high value wetlands, remove portions of the Tiger Mountain/Tradition Plateau Natural Resource Conservation Area (NRCA), and would impact schools and historical facilities in the proposed corridor.

We have the following key concerns with the DEIS and its preferred alternative:

(1) The EIS does not adequately characterize the conditions within the affected environment to enable informed decision making. The water quantity and quality issues in the Issaquah Basin are of particular concern. Water quantity and depletion of the groundwater aquifer has become a critical issue for domestic water supply and fisheries. The communities utilizing water in the Basin are facing major expenditures to restore water quantity. This is not adequately discussed in the EIS. Yet the environmental impacts of the project, short and long term cumulative and indirect consequences, must be discussed in this context—the context that the basin needs major restoration efforts.

(2) The effectiveness of the bypass as a long term solution that would foster sustainable development (development that meets the needs of the present without compromising the ability of future generations to meet their own needs) lies in question. We are concerned that the bypass alone, as proposed in the EIS, may not achieve the purpose and need of the project, "reducing traffic volumes that are causing the two existing interchanges and the Front Street corridor to be overburdened." The traffic analysis indicates that even during the first year of operation of the

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bypass, congestion will be the same or worse at many intersections. We are concerned that this along with induced traffic and traffic from new development will soon undermine any benefits of the project to the Front Street corridor.

(3) The preferred alternative is not water dependent and, because other alternatives are available, does not conform to 404(b)(1) guidelines to first avoid impacts to wetlands. There appear to be practical alternatives available that have less adverse impact to wetlands than South B alignment. Under the 404(b)(1) guidelines one of these alignments should be selected.

(4) The cumulative effects discussion, which is key to decision making, particularly for Endangered Species Act (ESA) listed fish species, is inadequate. The cumulative effects analysis should be interdisciplinary. Connected actions, such as the Park Point development, related actions (all other road projects in the area and planned developments such as East Cougar Village and Issaquah Highlands), and other planned, projected, and induced growth and development that can reasonably be expected to occur if the bypass is constructed must be included in the analysis. The effect of accelerating development caused by the new roadway should also be incorporated. The effects of these cumulative impacts should be discussed for all resources, and a quantitative analysis producing an estimate of effects should be developed in particular for water quality, water quantity, aquatic habitat, and fisheries.

(5) In light of the potentially adverse cumulative impacts to species listed under ESA (and possibly ESA candidate species for listing), it is always advisable, and in this case we feel essential, to include the results of ESA Section 7 consultation with the National Marine Fisheries Service and U.S. Fish and Wildlife Service as part of the NEPA process to inform decision-making.

Our more detailed comments are enclosed. We have read the DEIS as EO-2, Environmental Objections, Insufficient Information, and have included an explanation of the rating with this comment letter. If you have questions or would like to discuss these comments further, please contact Elaine Samers of my staff at (206) 553-2966 or me at (206) 553-8574. Thank you for the opportunity to comment.

Sincerely,

*Richard B. Farkis*

Richard B. Farkis, Manager  
Geographic Implementation Unit

Enclosures

cc: Ed Conyers, Washington Dept. of Transportation  
Ron Pashenup, King County Engineering Services  
Pam Fox, City of Issaquah



U.S. Environmental Protection Agency  
Detailed Comments  
Southeast Issaquah Bypass DEIS

Purpose and Need

During the NEPA/404 merger process the agencies agreed to a specific purpose and need statement, which was to be used in the DEIS as the stated purpose and need for the project. This purpose and need statement should have been used in the Summary and in Chapter 1 of the DEIS. The agreed-to purpose and need statement is not found there, but is quoted on page 2-6 of Chapter 2, Alternatives.

Since the Purpose and Need statement forms the foundation for all that follows, particularly in establishing a reasonable range of alternatives, it is essential that it be stated in the Summary, in Chapter 1, and elsewhere as needed in the EIS, verbatim, as agreed to during the merger consequence process. We ask that this be done in the Final EIS. The Purpose and Need statement should read: *"The need for the proposed project is the result of existing traffic volumes on city streets, and the necessity to increase mobility by reducing congestion and improving access to I-90. The purpose is to resolve these problems by reducing traffic volumes that are causing the two existing interchanges, and the Front St. corridor, to be overburdened."*

Affected Environment

Ground water and surface water quantity and quality. The DEIS makes only brief reference (see appendix on page 4-191) to the existing significant problems in the Issaquah basin that have resulted from the extensive and continuing development of the area. The aquifer in the lower basin, which serves as the public water supply for Issaquah, has been drawn down to the point that the North Fork of Issaquah Creek has been dry for at least 3 months. The water level of a local artesian well is now 20 feet below ground, and the local fish hatchery is threatened with closure due to low flows and increased water pollution (Jerry Lintuk, Washington Dept. of Ecology Hydrogeologist, personal communication). There are data indicating a 30 year trend of decreasing flows for Issaquah Creek and its tributaries in the lower basin. Currently, only the South Fork of Issaquah Creek, which drains the not-yet-developed Hobart area, has not declined.

It is important to include this information to describe existing baseline conditions, and to assess the environmental impacts—short and long term consequences, cumulative direct and indirect effects—within this framework. This is a serious omission in the DEIS, and we ask that it be remedied in the Final EIS.

In addition, we ask that you include in the EIS a map that shows ground water level contours, the locations of the infiltration ponds, and the locations of all water supply wells (city and private). On page 4-39 of the DEIS, there is mention of a "local wellhead protection plan". This plan needs to be described in detail in the EIS. The wellhead protection area/boundaries should be displayed on a map of the area, and a description of the susceptibility analysis

conducted under the State of Washington's Source Water Protection Program should be included. This will provide information on risks to the public supply from potential developments. We suggest contacting the State of Washington Department of Health to obtain their analysis of impacts to the wells from this project, and what contaminant management measures have been developed for the City of Issaquah.

Alternatives

Range of alternatives. During the NEPA/404 merger process, we expressed concern regarding the limited range of alternatives being considered for this project. In light of the agreed-to purpose and need statement, a bypass in the stated corridor is not the only possible solution. The DEIS includes comment letters from citizens that suggest additional alternatives, and the comment period for the DEIS may have generated more suggestions. We ask that these ideas be explored and analyzed in the EIS. For example, one citizen recommends using Highway 18 as a bypass route, which saves approximately 23 minutes in travel time as compared to the use of Issaquah-Hobart Road and Front Street. She and several others have recommended that strategies be explored and implemented to reduce parent and student driving to Issaquah High School. Department of Ecology has suggested that the intersection of Highway 18 and Issaquah-Hobart Road be considered as a toll collection site. These are all ideas worthy of further study, and they have the potential to be applied alone or in combination with each other, and/or with other alternatives. In addition, on page 4-106 of the DEIS, it is indicated that the Issaquah Comprehensive Plan proposes the bypass as one of four ways to resolve traffic congestion. What are the other three ways? They should be discussed in the EIS.

We have also asked that the EIS describe what strategies or measures the City intends to pursue that could lengthen the useful (uncongested) life of the bypass, if constructed. In other words, how will the City manage travel demand? Once a new road is built, what will stimulate trip reduction? What steps will be taken to manage or control access to the facility? Other than mention of zoning controls and transit as mitigation measures that would help, there is no tangible response to this request in the DEIS. The undeveloped/proposed IDM/TSM actions and strategies (p. 8-3) that would accompany the bypass construction should be disclosed for the public and decision makers in the EIS. This is important in order to assess whether or not the strategies and expectations are realistic. If they are not, then any projected effectiveness of the bypass for relieving congestion may be overestimated.

If a bypass is built, the City should consider the use of roundabouts at intersections, rather than the 3 traffic signals on the proposed bypass route as a means to better manage access and flow on the proposed bypass. There are several advantages to this approach. These include increased safety, fewer delays, reduced installation and maintenance costs, less noise from vehicle startups, reduced vehicle emissions, lower fuel consumption, and improved air quality. The environmental benefits result from lower speeds, less vehicle queuing, and higher average speeds (Wayne Elson, EPA Air Program, Literature review on Air Quality and Modern Roundabouts). In addition, the impervious surface generated by roundabouts is, in general, no



greater than that which is caused by intersections because there are fewer lanes in the approach. For more information about roundabouts, contact Zeke Lyon, Washington Department of Transportation at 360/705-7389.

**Effectiveness of the SE Issaquah Bypass.** The stated purpose, as noted above, indicates that the intent is to solve the traffic congestion problems on city streets and improve access to I-90 by reducing traffic volumes. We are concerned that building a bypass alone will not achieve the purpose of reducing traffic volumes. The bypass will induce traffic at first because of improved access to I-90. Further, the bypass will enable and encourage more development, and will induce more driving (Transportation Research Board, 1995). This effect is illustrated, at least in part, by the traffic analysis (DEIS Chapter 2), and this possibility is discussed in the cumulative effects analysis (p. 4-203 and 4-204). While it is not disclosed whether or not the traffic analysis has factored in any induced vehicle miles traveled resulting from the new road (there is no mention of it, consequently we expect that it does not), it apparently does factor in the currently planned additional development that will be enabled once the bypass is built (Park Ridge) and East Cougar Village.

The traffic analysis (Tables 2-4 and 2-5) indicates that congestion at many intersections during AM and PM peak hours in year 2005 (the first year of operation for the bypass) will actually worsen or there is no improvement in terms of the Level of Service classification as compared to the no-build alternative. The only notable improvement occurs on Front Street and at the SR900/Newport intersection. However, most SR900 intersections and on/off ramps, and several other intersections worsen or maintain existing congestion levels.

By year 2015, the traffic analysis indicates that for many intersections, including SR900 and Front Street interchanges, congestion will be substantially worse with the SE Bypass build and the full build scenarios than it would be if there were no build at all. Again, the only general (but not universal) improvement is on Front Street and at the SR900/Newport intersection. The DEIS essentially confirms this on p. 4-126 where it is stated that "Because Issaquah is expected to grow in size with or without local transportation improvements, it is likely that congestion would continue to be experienced whether the Bypass is constructed or not."

This will certainly be the case as long as people traveling have no alternatives to driving privately owned vehicles (POVs). Unless this project incorporates alternatives to driving or a means to change travel behavior, the bypass will not result in decreasing traffic volumes and will likely result in inducing increased driving and use of this route through Issaquah. With 3 traffic lights on the bypass and increased traffic volumes, it is possible that drivers will again resort to using Front Street as an alternative to the bypass and SR900. At the very least, additional transit service should be offered south of town since the existing Park & Ride at Newport Way and SR900 does not meet current demands, and a future Park & Ride in the Issaquah Highlands will not serve traffic coming from south of Issaquah.

**Preferred alternative.** The preferred Alternative 4 selects the North B and South B

alignments. Of the alternatives presented, this alignment results in the greatest impacts to natural areas, including forest, sensitive wetlands and streams. It is inconsistent with the King County Comprehensive Plan to take forest land for development (DEIS p. 4-108) and, of the alternatives presented, North B alignment would require acquisition of the largest amount of the Tiger Mountain NRCA and forest land. Selection of Alternative 4 also fails to meet the requirement to, in order of priority, avoid, minimize, and/or mitigate impacts to waters of the U.S. The proposed road construction is not water dependent and, thus, Alternatives 2, 4, and 6, which contain South B alignment, do not meet the 404(b)(1) guidelines, which state that no discharge is permitted if a practicable alternative is available with less adverse impact. Beyerlein and Brasher (1998) state that due to the impacts to salmon, in areas where the water table is high and infiltration of runoff is not possible, development should not be allowed. In light of the need to retain and restore aquifer recharge capabilities, stream flows, and flood storage in the lower Issaquah Valley, we believe a less damaging alternative is needed, which also allows for fish wildlife movements in the landscape.

#### Environmental Consequences

**Storm water, aquatic habitat, and fisheries.** On page 4-47 of the DEIS, the changes in surface discharge and infiltration volumes resulting from construction of the bypass are displayed. While infiltration is projected to increase over present volumes in the north portion of the bypass, infiltration will decrease in the southern portion. However, there is uncertainty regarding the ability to infiltrate storm water in the area south of Issaquah High School. This should be clarified and factored into the analysis. Surface discharges are expected to decrease in the northern portion and increase in the southern portion of the bypass, where there are small tributaries and wetlands associated with Issaquah Creek.

The Level 1 Storm water detention facilities, for which the design purpose is to prevent impacts on Issaquah Creek flooding conditions (DEIS p. 4-192), would not be capable of reducing runoff beyond the 10-year event from the increased impervious surface areas of the South A or B alignments. According to the records (DEIS, p. 4-50), since 1946 there have been three storm events that exceed the 10-year magnitude in the Issaquah Basin: a 12-year, a 33-year, and a 16-year storm event. Based on analysis by Beyerlein and Brasher (Salmon in the City, 1998) Level 1 flow control will not be adequate because the detention ponds are undersized, and because the increased duration of flooding can be as destructive to the streams and to salmon as larger floods. We are concerned that the Level 1 Storm water detention facilities are inadequate even in most highest intentions of design, and that, given the amount of impervious surface in the basin and the additional increases from planned development, substantial impacts to aquatic habitat (Issaquah Creek, its tributaries, and associated wetlands) and their biota will occur.

Storm water management techniques, even those that operate as designed, do not prevent impacts to juvenile salmonids. As stated on p. 4-192 of the DEIS, "...Storm water detention systems only reduce peak flow discharge rates; they do not reduce flow volumes." The Storm water detention systems consequently elongate the duration of the reduced peak flow discharges.

These managed flows often exceed the tolerance range for juvenile salmonids, and the simplified stream channels that exist in developed areas (which result from channel straightening, channelization and bank hardening, removal of large woody debris, and lack of riparian vegetation to provide structure, energy dissipation, and to contribute large woody debris) provide little or no refuge from the intolerable flows. The King County Storm Water Manual acknowledges this on p. 1-15, where the County agrees that there are environmental impacts from flows that are less than those necessary to initiate channel movement. While Storm water controls, if adequately designed and maintained, can address the severity of peak flows, they do not address the frequency or duration, and they contribute nothing to habitat refugia (R2 Resource Consultants et al. 2000. Tri-County Urban Issues ESA Study Guidance Document, Chapter 3).

Consequently, we do not believe the statement that there will be no adverse effects on chinook salmon (DEIS p. 4-102) is well supported. The increased discharge volumes and frequencies, together with the degraded habitat, increased pollutants, and cumulative effects of development on water quantity could result in adverse impacts to ESA listed salmonids, and exacerbate conditions for candidate species (candidate species for listing under ESA, which are reported to inhabit the project area, include coho and sockeye salmon, the Puget Sound/Straits of Georgia smelt of white salmon, and searun cutthroat trout, DEIS p. 3-3). We ask that the Final EIS address these impacts, and include the results of consultation with NMFS and USFWS regarding threatened and endangered species, which also includes bull trout. This information is vital to decision making and should not be omitted from the NEPA process.

As stated on p. 4-92, Issaquah Creek is a class 1 stream that requires 100 ft buffers, but the proposed bypass is located within 75 feet of the Creek at the southern end. There is no discussion of the potential impacts of reducing the buffer and no mitigation offered. Similarly, riparian habitat and stream buffers for the north tributary that would be impacted by the South A and South B alignments are discussed apparently because the north tributary is viewed as poor fish habitat. We do not agree with this rationale. If the habitat is poor, it is due to past and present impacts that were not mitigated adequately, if at all. Additional impacts throughout a watershed that is in need of restoration. It is also important to realize that other biota depend on this habitat, and that even the salmonids using urban watersheds are forced to cope with degraded habitat because in many cases, it is all that remains.

While the north tributary may not provide spawning or good rearing habitat, it may still be used by fish as a refuge and/or for feeding. Impacts to the riparian area and buffer, and the added storm water flows and pollutants, particularly the increased duration of storm water flows, may eliminate this channel's usefulness as rearing or overwintering habitat. This is not likely to be a "minimal" impact and if the impacts cannot be avoided, mitigation is needed. Useful mitigation for fish in the project area and within the lower Issaquah Basin would include (but should be based upon a watershed analysis) increasing habitat complexity to offer refuge from storm water flows, as well as a variety of strategies to improve the water retention capabilities of the landscape.

**Nonpoint source pollution.** On page 4-110 of the DEIS, there is no discussion of the goals, intent, and actions of the Issaquah Creek Basin Nonpoint Source Action Plan and there is no adequate discussion of the impacts of this project on the success of that plan. Such a discussion should be included in the Final EIS.

**Wetlands.** Impacts to wetlands for the South B alignment will be greater than that which results from the direct footprint of the roadway. The footprint of 23 piers (0.05 acres) support a much larger overhead structure that may have a number of its own direct and indirect impacts. South B alignment will fragment the wetland to some extent and will increase the effect from noise, illumination, shading of vegetation, and other direct and indirect human disturbance to wetland fauna and flora. The DEIS mentions shading only briefly, and omits discussion of the other indirect impacts. The EIS should include an analysis of the potential effects to the wetland that result from changing portions of the forested wetland to an emergent wetland. Further the EIS should analyze the potential impacts to birds and other wildlife from poles, illumination, and other disturbances.

**Climate change and emissions of greenhouse gases.** There is no mention in the DEIS of the proposed project's contribution to the serious problem of global warming. While calculations of the amount of greenhouse gases contributed to the global atmosphere from this project are not anticipated, a discussion of the issue and an acknowledgment of the consequences of the proposed action and inaction with regard to this environmental problem are important. As a transportation solution, the bypass offers no means to lessen or curtail the use of POVs, consequently any estimates of greenhouse gases anticipated from using congestion on Front Street will be more than offset by increasing vehicle miles traveled that results from providing (1) increased vehicular capacity, (2) no additional alternatives to driving, and (3) no incentives to change travel behavior. The Transportation Research Board (Expanding Metropolitan Highways: Implications for Air Quality and Energy Use, 1995) concludes that "The evidence from studies reviewed supports the view that highway capacity additions can induce new trips, longer trips, and diversions from transit." The EIS should acknowledge and discuss this, because the bypass is clearly a pivotal decision with respect to travel within and beyond the borders of Issaquah.

There should also be some discussion of how the climate change trends may affect the Issaquah area resources such as water supply, and frequency and severity of storm events. This is relevant to the cumulative impacts analysis, to project design, and to project decision-making.

Regarding the energy consumption increase of 4% (DEIS p. 2-10), what is the calculation based upon? Are induced vehicle miles traveled (VMT) accounted for as a result of the bypass?

**Social Impacts -- Noise, traffic, and traffic volume.** There are three schools in the vicinity of the proposed bypass (DEIS p. 4-127). The North A bypass alignment centerline would be 330 ft east of Clark Elementary, and 90 ft east of Issaquah High School. The North B bypass alignment would be 775 ft east of Clark Elementary and 300 ft east of Issaquah High

School. The North S alignment would remove 1,012 square meters of the NE corner of the Issaquah High School athletic field and would be 700 ft east of Clark Elementary, and 300 ft east of Issaquah High School. In the DEIS it is stated that under the build alternatives, the bypass could pose a safety risk to students if they don't use proposed crosswalks/tunnel/overpass to cross the highway.

The School District has expressed concern regarding noise, air quality, and visual impacts of the bypass. While the DEIS has addressed these topics, we do not think that they have been adequately addressed with respect to the concerns for student welfare. Since much of the noise impacts are apparently unavoidable, there should be information describing what some of the impacts of being exposed to noise levels from the bypass could be. For example, could the noise affect ability to hear instruction, to concentrate on classroom teaching, to conduct physical education or other outdoor activities, or increase levels of mental and/or physical stress? Some literature research is necessary to illuminate these possible effects. Similar information may be available regarding visual impacts.

With respect to air quality, there should be information provided regarding the nature, concentration, and extent of air pollutants near major roadways. How might children's health be affected when exposed to elevated levels of air pollution, particularly when students using athletic facilities adjacent to the roadway? EPA's Headquarters Office in Washington, D.C. may be able to provide more information on this subject and we ask that it be included in the final WUEIS.

**Roadway construction issues.** Briefly, we would like to suggest the following regarding roadway construction: (1) The EIS should include more explicit information regarding the impacts to local traffic that can be expected as the bypass is being constructed, which could be important for decision making; and (2) we encourage the use of native plants to revegetate roadides and disturbed areas to provide wildlife habitat and prevent the spread of invasive weeds. We would be happy to discuss these issues further with the project proponent.

**Secondary and Cumulative Impacts.** We appreciate the effort to discuss cumulative effects in the DEIS. Unfortunately there is little or no analysis to illustrate the short and particularly the longer term environmental consequences of taking the proposed action. The scope of the cumulative effects assessment is also too constricted. The disclosure of impacts should be improved and expanded in several ways:

(a) On page 4-180 in the DEIS, it is stated that "The project would, along with other proposed projects, contribute to the overall water quality degradation within the Issaquah Creek watershed," and the bypass "...in combination with other transportation improvement projects in the vicinity (South SPAR, North SPAR, and Sunset Interchange), may result in secondary and cumulative impacts on receiving waters during both construction activities and long-term operations." Cumulative impacts should include all past, present, and reasonably foreseeable actions regardless of what agency (Federal or non-Federal) or person undertakes such actions".

(40 CFR 1504.7). The cumulative effects analysis in the DEIS, which includes only currently proposed transportation projects (and in some instances mentions the currently planned Park Pointe, East Cougar Village, and Issaquah Highlands developments), should be augmented with analysis of all reasonably foreseeable transportation and development projects in the area.

(b) The DEIS indicates that the bypass could facilitate accelerated development. What would the consequences of accelerated development be to water resources and fisheries? To land use, traffic volumes, and economic demands on and for infrastructure? When development occurs too quickly, it strains the ability of local government to cope with the pressures placed on the environment and to ensure that adequate infrastructure and amenities (parks, schools, transportation, sewage treatment, etc.) are provided.

(c) Once the capacity of a new bypass is filled, which may be sooner than year 2015, what will be the response of the City? Will the 2-lane roadway be widened to 4 lanes? We have found no mention of this in the DEIS, yet this question has been discussed by the City. If this is a reasonably foreseeable possibility, then a discussion of impacts from such a road widening should be included in the cumulative impacts analysis.

(d) The DEIS also mentions that, in addition to the North SPAR, South SPAR, and Sunset Interchange, there are "...a number of other transportation improvement projects planned for the larger vicinity." These projects should be listed and described in the EIS. In addition, their impacts should not be dismissed because they may not occur in the "immediate vicinity" of the bypass. The effects of the bypass and of the other projects, both individually and cumulatively, can affect areas and resources near to and distant from the immediate project vicinity. The DEIS dismisses the related impacts from these other projects as "only... construction site sediments entering Issaquah Creek, reduced groundwater recharge to the lower Issaquah Valley aquifer due to increased areas of impervious surfaces, and increased surface runoff flows entering Issaquah Creek and Lake Sammamish." These impacts are not inconsequential, particularly in light of the serious groundwater and surface water depletion, flooding, and water quality issues in the lower Issaquah basin.

(e) These groundwater and surface water issues, which are highly significant to the decisions being made, were alluded to only once in the DEIS on page 4-191 where it is stated that "These potential cumulative impacts are important because the lower Issaquah valley aquifer has experienced increasing losses of recharge areas due to expanding urban development, resulting in lower aquifer water levels that are a concern to local well users and operators." The groundwater and surface water quantity and quality issues facing Issaquah, which have been front page news for the past month, should have been well described in the EIS under the Affected Environment section, and raised again in describing the direct, secondary, and cumulative effects. The Issaquah Fish Hatchery is also threatened by the low flows and increased level of pollutants--conditions that could be worsened by the bypass combined with additional development that could be permitted, accelerated, and induced via construction of the bypass.

(f) This accelerated and induced growth is acknowledged in the DEIS (p. 4-191), but there is no analysis of what it will mean if trends in the Issaquah basin, which are fueled by the bypass, continue. "It is expected that all of the road improvement projects in the vicinity would support greater development in and near Issaquah; continuing urban growth combined with existing development would potentially exacerbate the flooding problems on properties near Issaquah Creek and associated tributary sections that are prone to flooding. Greater development densities would also likely result in greater losses of groundwater recharge areas and associated depletion of water supply in the lower Issaquah valley aquifer. These secondary impacts are not discussed in detail in this report, because the extent to which greater development will occur in and around Issaquah is uncertain." Also not mentioned are the additional sedimentation of streams that could result from additional development, the continued degradation of water quality from toxic pollutants, and the impact of Storms water discharges on listed and candidate fish species. Cumulatively, the impacts to listed salmonids, to drinking water supplies, to water quality, to flooding, and to quality of life, could be severe.

Because the nature of potential impacts in the lower Issaquah Basin are extensive, an EIS that fails to include an appropriate cumulative effects analysis is inadequate for the purposes of informed decision making and for compliance with the Endangered Species Act. The EIS should include an interdisciplinary analysis of these cumulative effects to inform the public and decision makers regarding the environmental consequences of pursuing construction of a bypass as proposed. Connected actions, such as the Park Point development, as well as related actions (all other road projects in the area and planned developments such as Rain Cougar Village and Issaquah Highlands), together with other planned, projected, and induced growth and development, including consideration for acceleration of that development (concurrent (a) through (f) above), that can reasonably be expected to occur if the bypass is constructed must be included in the analysis. The effects of these cumulative impacts should be discussed for all resources, and a quantitative analysis producing an estimate of effects should be developed in particular for water quality, water quantity, aquatic habitat, and fisheries.

#### Mitigation

**Wetlands.** The replacement ratio for compensatory wetland mitigation is not adequate. The replacement ratio for forested wetlands, in this case wetland GW, is 3:1, not 2:1 as stated on pages 4-76 and 4-79. Although the Issaquah classification identifies these wetlands as category I, demanding a mitigation of 2:1, when there is a conflict of regulation, the more stringent standard of 3:1 should apply. This may even be conservative given that the Oregon spotted frog, seven other species of concern, and four candidate fish species have been identified as potentially found in the project area. It seems at least possible that a detailed inventory of the area might result in the reclassification of one or more of these wetlands to state category I, which would require 6:1 mitigation. In addition, mitigating only the actual pier footprints will not result in complete functional replacement, because direct and indirect impact from the roadway itself (particularly for alternatives using South B) will be felt well beyond the physical pier footprints. Mitigation commitments must address these direct and indirect effects in order to provide adequately for

wetland functions and values lost.

The compensation for impacts to wetland buffers is also not appropriate. Complete removal of the buffer on the west side of wetland GW will diminish the functions and values of that wetland. An expanded buffer for the east boundary will not compensate for those losses. In addition, we are concerned that double-counting the open space requirements for the Park Point development for use as buffer mitigation for the bypass project will undermine the intent of these requirements because it would result in a net loss of required natural area. Further, enhancement of an existing wetland GW buffer by planting some native vegetation is not in-kind replacement for buffer loss, and should not be considered suitable compensatory mitigation.

Mitigation should be in-kind in terms of wetland type and function, and be in-basin whenever possible. The existing wetlands GW and RD are rated high to moderate for most functions, including Overall Habitat and Specific Habitat functions. Given the initial size and fragmented nature of the mitigation sites, it will already be difficult to reestablish the high quality habitat functions of wetland GW that will be affected by the South B route, even with a large buffer. Proposed buffer widths of 50 feet, such as at Creation site #3, are inadequate. If functions are to be replaced, the 100-200 foot buffer in the Ecology classification system for Category II wetlands should be established.

Restoration and mitigation, particularly where new wetlands are created, are often hampered with problems, and recent studies on mitigation success in Washington indicate overall mitigation success has been low, due to a variety of factors. The DEIS does not indicate who would monitor for conformance with the performance standards, or how often, or indicate who will happen if performance standards are not being met.

Monitoring and performance standards should encompass a 10 year, rather than a 5 year, period and results should be reported to appropriate agencies (Corps of Engineers, Department of Ecology, and City of Issaquah). As-built conditions should be documented, and the DEIS should clarify what steps will be taken to rectify the situation if the wetland is not establishing as expected. Land title documents should also be changed to show mitigation areas and insure preservation in perpetuity for any mitigation areas developed.

**Wildlife.** As stated on p. 4-82, it is important to re-evaluate the 3 locations for wildlife crossing on I-90 to determine their suitability for wildlife use. Keeping as many as possible and taking steps to maintain and improve their viability will increase the permeability of the highway and maintain a degree of connectivity in the landscape for wildlife movement. For the same reason, in the north portion of the bypass, we urge that if the bypass is built there be a commitment to establish a wildlife underpass as suggested on p. 4-85. Wildlife passage should also remain a feature of any current or modified design for the southern portion of the proposed bypass.

**U.S. Environmental Protection Agency Rating System for  
Draft Environmental Impact Statements  
Definitions and Follow-Up Action\***

**Environmental Impact of the Action**

**LO -- Lack of Objectives**

The Environmental Protection Agency (EPA) review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

**EC -- Environmental Concerns**

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce these impacts.

**EO -- Environmental Objections**

The EPA review has identified significant environmental impacts that should be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no-action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

**EU -- Environmentally Unsatisfactory**

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected in the final EIS stage, this proposal will be recommended for referral to the Council on Environmental Quality (CEQ).

**Adequacy of the Impact Statement**

**Category 1 -- Adequate**

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis of data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

**Category 2 -- Insufficient Information**

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses or discussion should be included in the final EIS.

**Category 3 -- Inadequate**

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have been public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the National Environmental Policy Act and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

\* From EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment, February, 1987.



## United States Department of the Interior

OFFICE OF THE SECRETARY  
Washington, D.C. 20240

ER-00/520

Mr. Donald A. Peterson  
Federal Highway Administration  
711 South Capitol Way, Suite 501  
Olympia, Washington 98501

SEP 14 2000

Dear Mr. Peterson:

This is in response to the request for the Department of the Interior's (Department) review and comment on the Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation for the *Southeast Issaquah Bypass Project*, King County, Washington.

### GENERAL COMMENTS

The U.S. Fish and Wildlife Service (USFWS) suggests that Alternative 1 will minimize impacts to fish and wildlife resources to a greater extent than the Preferred Alternative (Alternative 4). The proposed stormwater treatment facilities are not adequate for treatment of quality and quantity runoff created by the proposed new impervious surface. The project may impact bull trout due to changes of exiting hydrology and through the degradation of water quality. The proposed compensatory mitigation is inadequate in ratio and for replacing habitat functions.

While acknowledging that efforts to avoid and minimize environmental impacts have been addressed, we believe that the Preferred Alternative (Alternative 4) does not avoid and minimize environmental impacts to the greatest extent possible. Alternative 4 proposes the creation of an entirely new traffic corridor that would result in fragmentation of a currently contiguous 10-acre wetland, characterized by forested, scrub-shrub and emergent vegetation. Additional impacts from increased stormwater runoff, sedimentation and erosion, and decreased infiltration, as well as cumulative impacts from current and future development will threaten the continued existence and functional value of all wetlands that will be impacted by this project. The DEIS processes other alternatives (Alternative 1, 3, 5 and 7) which would have a smaller impact on fish and wildlife resources. We believe that Alternative 1, which proposes the use of an existing corridor and requires expansion and connection of existing roadways would have the least impact to fish and wildlife resources compared to the other alternatives.

Mr. Donald A. Peterson

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The stormwater treatment and runoff facilities that are proposed for all the "build alternatives" will not adequately treat the quantity and quality of the increased runoff that will occur. The proposed project is likely to result in a drastic alteration of the hydrologic systems. Stormwater impacts, in conjunction with the alteration of the hydrology, will result in degradation to the water quality and significantly alter fish habitat.

The Southeast Issaquah Bypass Project is closely related to the Interstate 90 Sunset Interchange Modification (ISIM) and the South Sammamish Plateau Access Road (SSPAR) projects. The extent to which components of the Southeast Issaquah Bypass, the ISIM, and the SSPAR projects are interdependent or interrelated will determine the extent to which impacts should be evaluated. Clarification of the ISIM and the SSPAR components that are interdependent on, and/or interrelated to the Southeast Issaquah Bypass Project, will assist our evaluation of whether all pertinent impacts have been adequately addressed. For example:

The stormwater detention/treatment facility that will be constructed for the ISIM and the SSPAR projects is also going to support the stormwater runoff from the north-end of the Southeast Issaquah Bypass project. Therefore, the detention/treatment facility for the ISIM and SSPAR is interrelated to the Southeast Issaquah Bypass Project. The DEIS does not address the capacity of this detention/ treatment facility. It is unclear if the detention/treatment facility was originally designed to treat excess runoff, and whether it is capable of handling runoff from these three projects. While the local water systems may incur a minor impact from the Southeast Issaquah Bypass, the cumulative impacts of all three projects may be more substantial. Thus the potential impacts related to this particular detention/treatment facility will need additional cumulative effect analysis.

The Final Environmental Impact Statement (FEIS) should detail the components of the ISIM and the SSPAR projects that are interdependent on and/or interrelated to the Southeast Issaquah Bypass Project, and could add to the cumulative effect of this project.

### Wetland Mitigation

The 2:1 wetland replacement ratio is not adequate to compensate for the impacts to and loss of forested wetlands that may result from this project. Both the placement and size of the mitigation sites will not replace the wildlife habitat functions lost by the "build alternatives." The proposed project will impact

wetlands that are classified as having forested, scrub/shrub and emergent vegetation classes. The Washington Department of Ecology's general guideline, and the USFWS preference for mitigation replacement ratio for forested wetlands at this site, is 3:1. The proposed mitigation should include compensation for losses resulting from: 1) the bridge footprint, temporary and permanent impacts that will occur outside the bridge footprint (during construction); 2) the time delay in achieving lost habitat values; and 3) the likelihood of failure of the created wetlands. If adequate onsite mitigation is not feasible, then offsite mitigation should be considered.

The proposed wetland buffers are too small for both the existing and proposed created wetlands. The buffers for wetland GW should be between 200 and 300 feet to maintain the wetland function, because of its overall high functional rating. Buffers for the other wetlands (HS, VL, and RD) should be 150 feet, or greater to minimize the human encroachment that will occur. In some cases, proposed buffers on the created wetlands would be non-existent or very minimal. Wetlands created without buffers will have a smaller chance of success, and will not adequately replace the functions lost from wetlands they pre-intended to replace. The created wetlands should have buffers of 100 feet or greater.

#### Wetland Monitoring and Contingency Plans

A 5-year monitoring plan is likely to be insufficient. We recommend where forested wetlands are being created or restored, the implementation of a 10-year monitoring plan be required.

The contingency plans do not address the performance standard for saturated soils. The monitoring plan should include a progression of steps to be taken in the event that the saturated soils standards are not met (i.e., removal of more soils, additional input of soil, relocation of created wetland).

#### Federally-Threatened and Endangered Species

On August 5, 1998, the USFWS received a request for concurrence on a "no jeopardy" call for bull trout (*Salvelinus confluentus*), for the proposed Southeast Issaquah Bypass Project, from Herrera Environmental Consultants, on behalf of the Federal Highway Administration (FHWA). In a letter from the USFWS to Herrera Environmental Consultants, dated August 24, 1998, (Reference # 1-3-98-1-0418 and X - Reference # 1-3-98-SP-0316), the USFWS concurred with a "no jeopardy" call for bull trout. The concurrence letter stated that "Reinitiation of consultation will be required if the bull trout is listed prior to or during construction." On December 1, 1999, the Coastal/Puget Sound populations of bull trout were listed as threatened under the Endangered Species Act (64 FR 58910).

The FHWA should make a determination of effect of the project's impact on bull trout and reinitiate consultation with the USFWS as appropriate.

#### Recommendations

The following recommendations address the comments and concerns of the Department (through the USFWS) regarding the proposed Southeast Issaquah Bypass Project. We request that all of our comments be fully addressed in the FEIS.

1. Adopt a Preferred Alternative that will result in a smaller impact on fish and wildlife resources. Of the given "build alternatives," we believe that Alternative 1 will most likely result in the least impacts to fish and wildlife resources.
2. Clarify the capabilities and related potential impacts for each of the proposed stormwater runoff facilities.
3. Increase compensatory mitigation ratio to at least 3:1 for forested wetlands. A ratio of 2:1 or greater is acceptable for scrub/shrub and emergent wetlands.
4. Widen the buffers for wetland GW to at least 200 feet. Widen buffers for wetlands HS, VL, and RD to at least 150 feet, and buffers for the created wetlands should be increased to at least 100 feet.
5. Reinitiate Section 7 consultation under the Endangered Species Act for bull trout with the U.S. Fish and Wildlife Service.

#### SPECIFIC COMMENTS

Page 4-43, paragraph 6. The DEIS indicates that in order for the proposed stormwater detention facility to be located south of the High School, "infiltration should be feasible." We suggest that the capabilities, capacity, and potential success of this detention facility be described in fuller detail in the FEIS. We request that the following questions be analyzed:

- 1) If this is a detention facility, is there planned discharge?
- 2) If discharged, where will it be discharged to, and what are the impacts of this discharge?
- 3) If there is no discharge, then is it a retention facility? If it is a retention facility, we request the impacts that will result from its creation and potential failure (should infiltration not be feasible) be addressed in the FEIS.



Page 4-48, paragraph 5. The proposed infiltration facility for the northern half of the bypass would not completely mitigate the potential hydrological impacts of Alternatives 1 through 6 on East Fork Issaquah Creek and the construction drainage systems in the neighborhood. The DEIS suggests that for the north end, the proposed project will result in increases in groundwater recharge and a decrease in flow volumes to East Fork Issaquah Creek. These changes may result in impacts to bull trout, fish species, and aquatic invertebrates.

Page 4-43, paragraph 3, and page 4-43, paragraph 6. Please provide a general description of the "detention criteria" (similar to that given for the Level 1 flow control) and how it may correspond to Level 1 flow control criteria in the FEIS.

Page 4-47, paragraph 1. The DEIS states that the detention facilities for the south end of the bypass, will not be capable of reducing the extra runoff resulting from the increased impervious surface area of the proposed south alignments. The impacts that could result from the extra runoff (that is not being treated by the proposed detention facilities for the south end of the project) are not addressed in the DEIS. We request these impacts be addressed in the FEIS.

Page 4-48, paragraph 5. The proposed detention facilities for the south end of the bypass are identified as mitigation for the potential adverse impacts of Alternative 1 through 6 in the north and south tributaries to Issaquah Creek. The proposed detention facilities for the southern half of the bypass cannot mitigate for impacts if the proposed detention facilities would not be capable of reducing the extra runoff volume from the increased impervious surface area of the South A or B road alignments (from page 4-47, paragraph 1). Please clarify this apparent inconsistency in the FEIS.

Page 4-48, paragraph 5. The proposed detention systems for the south end of the bypass could be designed to achieve Level 2 flow control. The reference to Level 2 flow control contradicts earlier references to Level 1 flow control (from page 4-43, paragraph 6). Please correct or clarify in the FEIS.

Page 4-171, the list following paragraph 4. The list describes the mitigation measures that are to be implemented to prevent reduction in flow conveyance capacity in drainage ditches and piped systems. The list should include an assignment of specific personnel to do daily inspection, during construction, to insure correct implementation of the proposed mitigation activities. In addition, this section should include a monitoring and contingency plan for the proposed mitigation measures listed in this section. This would be stepwise progression for how to proceed if monitoring reveals a breakdown or failure in the system.

Appendix G Draft Wetland Mitigation Plan, page 25, paragraph 4. For the wetland creation site #2, the Draft Wetland Mitigation Plan makes reference only to relocating the south tributary. Please clarify how the relocation of this tributary constitutes a created wetland in the FEIS.

If you have any questions on the above, please contact Jennifer Quan at (360) 753-6047 or Julie Concannon at the regional office of the USFWS at (503) 231-6747.

## SECTION 4(f) COMMENTS

### Historic/Cultural Resources

The document adequately describes two historic properties that could be impacted by the project, the White Swan Inn and the Issaquah Sportsmen's Clubhouse. No direct impacts to the White Swan Inn were identified under any of the alternatives, and only Alternatives 3 and 4 would have direct impact on the Issaquah Sportsmen's Clubhouse. A number of indirect impacts to both properties are identified under various alternatives. Consequently, the Department of the Interior is opposed to selection of Alternatives 3 or 4 because Section 4(f) of the Department of Transportation Act prohibits such action when other feasible and prudent alternatives exist.

We note that formal consultations with the Washington State Historic Preservation Office (SHPO) and the King County Cultural Resources Division have been initiated, however, the document is not clear about whether or not these agencies concur that any impacts on historic properties are unavoidable. You are encouraged to continue such consultation first to obtain concurrence that any impacts on historic properties are unavoidable, and second to obtain concurrence on appropriate mitigation measures. If this consultation occurs, the Department has no objection to Section 4(f) approval of this project as it pertains to historic and cultural resources.

### Park and Recreation Resources

The document adequately describes one park and recreation resource that could be impacted by the project, the West Tiger Mountain Natural Resources Conservation Area. With the exception of the "No Action" alternative, all alternatives would require some taking of land from the State of Washington, the City of Issaquah, or both.

Mr. Donald A. Peterson

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Page 6-6 of the Section 4(f) Evaluation contains a heading titled "Measures to Minimize Harm." No information is provided in this section about how the potential impacts to West Tiger Mountain would be minimized and/or mitigated. The final EIS should clearly state that, depending on the preferred alternative chosen, measures to minimize and/or mitigate impacts to the West Tiger Mountain Natural Resources Conservation Area will be developed in consultation and with the concurrence of the State of Washington and City of Issaquah. If this consultation occurs, the Department has no objection to Section 4(f) approval of this project as it pertains to park and recreation resources.

For matters related to Section 4(f), please contact Bryan Bowden, National Park Service, 909 First Avenue, Seattle, WA 98104-1080, telephone: 206-220-4118.

We appreciate the opportunity to provide these comments.

Sincerely,

A handwritten signature in black ink that reads "Willie R. Taylor". The signature is fluid and cursive, with the first name "Willie" being the most prominent.

Willie R. Taylor  
Director, Office of Environmental Policy and  
Compliance

PUBLIC WORKS DEPT  
AUG 1 2000  
DEVELOPMENT

**CITY OF ISSAQUAH**  
Parks and Recreation Department  
P.O. Box 1307  
Issaquah, WA 98027-1307  
(425) 837-3300 Fax: (425) 837-3309

August 14, 2000

Bob Brock, Director  
Public Works Department  
City of Issaquah  
P.O. Box 1307  
Issaquah, WA 98027

Subject: Comments - Draft Environmental Impact Statement (DEIS) for the SE Issaquah Bypass

Dear Mr. Brock:

After reviewing the Draft Environmental Impact Statement (DEIS) for the proposed SE Issaquah Bypass, the Issaquah Parks and Recreation Department has the following comments:

In review of the non-motorized transportation (trails) elements of the DEIS, the proposed SE Issaquah Bypass will destroy the Issaquah Trail. The trail currently follows the former Burlington Northern Railroad Grade between Second Avenue and East Sunset Way. The proposed mitigation measures included in the DEIS for this section of trail only provides sidewalks for hikers/pedestrians and on-roadway bicycle lanes to accommodate bicyclists.

The present trail is part of an off-street multiple use trail loop that is extremely popular with mountain bicyclists and hikers. This loop system generally starts either at 1) Sunset Way or Second Avenue, follows the High School Trail, Power Line, High Point Interchange, Issaquah-Preston Regional Trails back to the Issaquah Trail. This trail loop is an extremely popular route because it is the only trail loop that starts and ends in Issaquah and is generally an off-road bicycle trail ride. The proposed bypass alignment will now place trail users (bicyclists and hikers) either on or directly adjacent to a busy roadway for approx. .7-mile segment of the trail loop system. It destroys the connectivity between Issaquah and the Tiger Mountain trail system.

In previous discussions at Trails Committee meetings (established by Wash. Dept. of Transportation and City Public Works) for the Sunset Way/I-90 Interchange project, the entire trail system was considered including the trails that would be affected by the proposed SE Issaquah Bypass. The trails affected by the interchange are the same trails or are connected to the trails that are affected by the proposed bypass. During those meetings, it was the consensus of the committee that an off-road trail should be developed to replace the Issaquah Trail. The proposed DEIS does not include or consider such an option. This discussed mitigation measure for the obliteration of the Issaquah Trail should be incorporated as part of the final EIS for the SE Issaquah Bypass.

DEIS - SE Issaquah Bypass Project  
Page 2

Moreover, the DEIS does not include a trail system for the southern alignment of the SE Issaquah Bypass. The DEIS only identifies the roadway shoulders as available for bicycle and pedestrian/hiker use. Again, an off-roadway multiple use trail should be included as part of the DEIS for the south alignments of the SE Issaquah Bypass. The City's approved Urban Trails Plan includes a multiple use trail connection within the project area. The trail is to facilitate non-motorized use in the City and to provide trail connections for the City's southern neighborhoods. In addition, the Parks Department is in the process of reviewing the expansion of Squak Valley Park to include active and passive recreational opportunities. It would be appropriate to include a non-motorized transportation connection/multiple use trail parallel to the southern alignment of the bypass in order to join the southern alignment to the Issaquah Trail or northern alignment trails.

The DEIS also identifies federal regulations that prohibit the Federal Highway Administration (FHWA) "from using land from a significant publicly owned park, recreation area, wildlife or waterfowl refuge, or from a significant historical site, as defined in Section 4(f) of the Department of Transportation Act of 1966. An exception is if a determination is made that 1) there are no feasible and prudent alternatives to the use of such land; and 2) the proposed action includes all possible planning to minimize potential impacts to the property."

It appears from review of the DEIS and the proposed Wetland Mitigation Plan, that the proposed SE Issaquah Bypass will affect Squak Valley Park (former Erickson Farm). The park has not been reviewed or included in the Section 4(f) review even though Squak Valley Park is a "publicly owned park" as shown in the City's "Parks, Open Space and Recreation Plan" and "Comprehensive Plan." It would, therefore, be appropriate for the Section 4(f) analysis to include Squak Valley Park. The park was acquired with park mitigation funds for the express purpose of providing recreational uses for the public. Any detractor from park uses is prohibited by state law without pre-approval conversion mitigation and must be considered in the analysis of the EIS.

Additionally, the DEIS should include an analysis for the proposed wetland mitigation site on Squak Valley Park and identifying the location(s) of alternative non-publicly owned sites. Use of the park and the Issaquah Creek tributary #0199 as a mitigation site may constitute a "net loss" of wetland habitat values as the site is already in public park ownership. In review of the Sunset Way/I-90 Interchange EIS, the City and other agencies noted that use of public lands as mitigation sites was inappropriate and may constitute a loss of wetland habitat values and did not meet the "no net loss" criteria. Non-publicly owned land was selected as a mitigation site for the Interchange project proposal.

The DEIS states that the construction of the proposed project will directly impact the West Tiger Mountain/Tradition Plateau Natural Resources Conservation Area (NRCA) and included an analysis of the impacts as defined by Section 4(f). The proposed SE Issaquah will affect 0.06 to 1.55 acres of Washington State Department of Natural Resources (WDNR) owned land and possibly 0.24 acres of City owned land located within the NRCA. The NRCA is co-managed by the City and WDNR as a cohesive habitat and recreation unit. The DEIS acknowledges that the proposed bypass will impact the NRCA, but it appears that it does not include mitigation measures to offset the adverse impact the bypass will have on the NRCA. The potential adverse impacts include loss of publicly owned habitat land and that the continuity of forested/habitat land will be affected meaning a new "edge" effect of the forest along the bypass will be created. It appears that the only identified mitigation for

the loss of NRCA land is the acquisition of the land from the state and that the state will be adequately compensated.

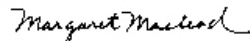
Furthermore, in respect to the removal of trees and habitat loss on City land and the NRCA, the City's tree replacement policy requires the replacement of removed trees in order to compensate for the loss of trees and their associated habitat value. The tree replacement policy is to ensure tree/habitat replacement for the trees removed due to the project development. It appears that the DEIS does not require participation in the City's tree replacement policy to offset tree removal or habitat loss in its project impacts and mitigation analysis. The DEIS only comments that this could be used as a method to offset tree and habitat loss.

As noted previously, the proposed SE Bypass will adversely affect the trail system along the proposed bypass alignments. The proposed bypass will affect two public access routes and trailheads to the NRCA. The two trailheads are located at East Sunset Way, near the freeway onramp, and at the south end of Second Avenue. These public access routes are important to preserve as they provide the only other public access points, other than the regional High Point Trailhead, to the NRCA. In review of the proposed connections between the trailheads and NRCA trail system, the trail connections will be provided at grade and at signal lights located at the intersections between E. Sunset Way and the proposed ParkPointe development intersections of the bypass. Of concern at the proposed ParkPointe Development intersection, people parking at the Second Ave. trailhead will not walk to the intersection, but will instead "jay-walk" across the bypass to get to the High School Trail located on the other side. Most people will take the most direct route in this case "jay-walking," and will not "back-track" from the intersection to get to the trail. The DEIS should include in its review, a trail crossing with signalized pedestrian lights at this location. The pedestrian crossing could be similar to those signalized pedestrian lights located on Front Street and Gilman Blvd.

Lastly, the "Issaquah Parks, Open Space and Recreation Plan" is not included in the Relationship to Plans and Policies section (City of Issaquah) of the Elements of the Built Environment Sub-Chapter of Chapter 4. It would be appropriate to include the Parks Plan in the analysis of this section because it is part of the City's Comprehensive Plan.

Again, thank you for the opportunity to provide comments on the DEIS for the proposed SE Issaquah Bypass. Please do not hesitate to contact me at [margm@ci.issaquah.wa.us](mailto:margm@ci.issaquah.wa.us) or (425) 837-3322 if you have questions regarding our comments.

Sincerely,



Margaret Macleod  
Parks Planner/Interagency Coordinator

|                                 |                   |                          |
|---------------------------------|-------------------|--------------------------|
| cc                              | Leon Hatf, PW     | Mark Hinthorne, Planning |
|                                 | Pam Fox, PW       | Peter Rosen, Planning    |
|                                 | Bob Hudson, Parks | Al Erickson, Parks       |
| MM/mjm                          |                   |                          |
| Pks Comments-DEIS SE Bypass.doc |                   |                          |

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August 14, 2000

Robert Brock  
Public Works Director  
City of Issaquah  
1775 12<sup>th</sup> Avenue NE  
Issaquah, Washington 98027

RE: Comments on *Southeast Issaquah Bypass - Draft Environmental Impact Statement*  
(June 2000)

Dear Mr. Brock:

The Puget Sound Regional Council appreciates this opportunity to comment on the Southeast Issaquah Bypass DEIS. As you know, under state law the Regional Council is the Regional Transportation Planning Organization (RTPO) for the central Puget Sound region. In this capacity, the Regional Council is responsible for coordinating with agencies including the Washington Department of Transportation, ports, and local governments, to prepare and maintain VISION 2020 and the Metropolitan Transportation Plan. VISION 2020 and the Metropolitan Transportation Plan (MTP) provide a region-wide framework to help coordinate growth management and transportation within the region.

Washington State Department of Transportation and the City of Issaquah are to be commended for the material developed in the Draft document. The Regional Council's comments below offer observations on the DEIS from a regional planning perspective.

- Long term transportation function of the bypass. Examples abound of commercial district bypasses that no longer serve their intended purpose because, after being built, they have become choked by strip development along multiple points of access. What measures are proposed to control access and development to insure the carrying capacity of the bypass will not deteriorate? The DEIS is clear that the bypass is not intended to contribute to local growth in population (page 4-125) but specific safeguards are not discussed. Please expand discussion of how many access points are planned and how will future requests for access to the bypass be evaluated?

Robert Brock  
August 14, 2000  
Page 2


- Urban Growth Area. A portion of South B alignment is located outside the Urban Growth Area (page 4-108). For this portion of the project, please address the Regional Council's adopted Multicounty Planning Policy RT-8.7 which states... *Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural zoning and strong commitment to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.*

Also, please add the Urban Growth Area designation to all appropriate maps.

- Non-motorized network. The non-motorized portions of the project are discussed on page 2-42. It appears that only one of the North Segment alternatives and none of the South alternatives include a bike lane and sidewalks. Please discuss why non-motorized facilities were not included in each alternative or, if bike travel is otherwise being proposed to be adequately accommodated, please describe how.

Thank you for considering these comments. If you have any questions about these comments, please call me at (206) 464-6174 or Norman Abbott, SEPA Official at (206) 464-7134.

Sincerely,

  
King Cushman, Director  
Transportation and Growth Planning

cc: Mary McCumber, Executive Director, Regional Council  
Norman Abbott, SEPA Official, Regional Council

X:\FGS\STAFF\NORM\Issaquah bypass DEIS.wpd



Superintendent  
Janet N. Barry, Ed.D.

August 14, 2000

Robert Brock, Public Works Director  
City of Issaquah  
P.O. Box 1307  
Issaquah, WA. 98027

Re: Draft EIS - Southeast Issaquah Bypass

Dear Mr. Brock:

The Issaquah School Board appreciates the opportunity to provide input on the draft Environmental Impact Statement for the proposed Southeast Issaquah Bypass. We as Board members recognize the importance of viable traffic solutions to help alleviate the traffic congestion in and around the City.

Following a presentation on October 14, 1998 by Lou Haff, the School Board wrote to Mayor Frisinger and members of the City Council (letter dated November 16, 1998 attached). This correspondence states that, while the district does not oppose the bypass in concept, there are concerns that will require mitigation if the Board is to support the project. Despite our early and careful input, we see no evidence to date that the City is responding to protect the learning environments of Issaquah schools in the Bypass design. We are disappointed that the draft EIS does not address significant points made by the School Board in November, 1998, and we sincerely hope to see key mitigations in the final EIS. The board speaks for students, staff, parents, and other citizens when we point out our significant concerns for maintaining the quality of the educational environment at three Issaquah schools.

To maintain the quality of the educational environment at Issaquah High School, Clark Elementary, and Tiger Mountain Community High School, we request that the final Environmental Impact Statement specifically address the following:

- **The Bypass needs to be located as far away as possible from the existing schools to ensure that the learning environment is protected from noise and current aesthetics are maintained.** The City's preferred alignment, alternate #4, moves the Bypass the furthest from the schools. Alternate #4 is the Board's preference. The Board would oppose the North A alignment because of its proximity to school facilities and because it separates ball fields from the high school campus.
- **Current sound levels in and around the existing schools must not be increased.** Without mitigation, the Bypass will increase noise levels in the range of 19dBA to 21dBA and seriously compromise the current learning environment - particularly at Issaquah High School. This projected noise increase of 21dBA will result in a perceived increase of noise four times the current level. The acoustical studies completed for the EIS recognize this impact. ("Receptors H and O, which represent Issaquah High School and its athletic field, are predicted to increase by 18 and 19dBA Leq, respectively, which are severe noise increase impacts according to WSDOT criteria." Page 4-15.) Contributing to the sound increase will be truck traffic. The number of truck trips that appear to have been included in the traffic modeling do not seem to adequately reflect the volume of truck traffic that will utilize the bypass. Despite this information, the proposed solution as stated in the draft EIS summary calls for no sound mitigation under any of the alternatives. **To advance this project without noise mitigation is unacceptable to the School Board.**

Board of Directors  
Lesley Austin • Barbara de Michele • Constance L. Fletcher • Mary Scott • Jan Woldseth

R. Brock, Public Works Director  
8/14/00 - Page 2

To accomplish noise reduction, berms with dense landscaping that ensure the aesthetics of the campus are the Board's preferred solution. Sound walls are considered viable, provided the aesthetics are maintained. In addition, sound mitigation to the school structures may be required to maintain existing sound levels. School design may require some additional alterations. For example, the construction of Issaquah High School presents some special challenges: The windows are all single panes; the corridors are open and constructed of hard surfaces that reflect sound, and because the buildings are not air-conditioned, doors and windows are often opened for cooling purposes. The draft EIS does not address these existing conditions.

To determine the appropriate sound mitigation, further studies are needed to determine the impact to the learning environments at the three impacted schools.

- Public land on Tiger Mountain provides a living lab and a natural learning environment, as well as a venue for athletics. **Safe student access to these resources from all three affected schools must be maintained.**
- **The draft EIS does not adequately address issues that will be generated for schools during the construction of the bypass.** Noise, work hours, dust, run off, access to the work site, etc. all have the potential to impact school operations. The draft EIS proposes that construction will be limited to the hours of 7:00 am through 10:00 pm. These hours coincide with normal school hours for instruction and school activities. Because Issaquah High School is in close proximity to the construction zone, it will be heavily impacted by construction noise as documented throughout the draft EIS document. Clark Elementary and Tiger Mountain Community High School will be impacted by the construction, but to a lesser degree.

Without noise mitigations in place early in the construction process, the proposed work represents a serious negative impact to Issaquah schools. District staff is, of course, willing to work with the City to address these issues.

The quality of life in and around Issaquah depends upon both traffic solutions and quality schools. We are confident that solutions to these problems can be found, and we look forward to working with the City to assure a final EIS that is mutually satisfactory - and satisfactory to the community we all serve.

Sincerely,

*Mary Scott*  
Mary Scott  
President  
*Lesley Austin*  
Lesley Austin  
Director

*Barbara de Michele*  
Barbara de Michele  
Vice President  
*Jan Woldseth*  
Jan Woldseth  
Director

*Constance Fletcher*  
Constance Fletcher  
Director  
*Janet N. Barry*  
Janet N. Barry  
Superintendent

Cc Mayor Ava Frisinger  
Issaquah City Council  
Leon Kos, City Manager



DEPARTMENT OF HEALTH & HUMAN SERVICES

Public Health Service

Centers for Disease Control  
and Prevention (CDC)  
Atlanta GA 30341-3724

August 15, 2000

Robert Brock  
Public Works Director  
Issaquah Public Works Department  
1775 12<sup>th</sup> Avenue NE  
Issaquah, WA 09027

RECEIVED

AUG 22 2000

PUBLIC WORKS ENG.

Dear Mr. Brock:

We have completed our review of the Draft Environmental Impact Statement (DEIS) for the Southeast Issaquah Bypass, Issaquah, Washington. We are responding on behalf of the U.S. Public Health Service, Department of Health and Human Services.

Generally, we believe this DEIS has addressed our potential concerns, however, we do have one comment to offer regarding water quality and protection of drinking water supplies. We noted that the groundwater in the project area flows generally northwest toward water supply production wells in the lower Issaquah valley aquifer that are operated by the city of Issaquah and the Sammamish Plateau Water and Sewer District. Also, several private wells are located within the Southeast Issaquah Bypass corridor and the south and east of the corridor in the shallow, unconfined aquifer system in the area. Because potential runoff and water quality impacts as a result of accidental spills of hazardous materials could occur, the planned mitigation measures must be carefully implemented and the capability for appropriate response to potential spills must be ensured by the sponsors to adequately protect these potable water supplies.

Thank you for the opportunity to review and comment on this DEIS. Please send us a copy of the Final DEIS, and any future environmental impact statements which may indicate potential public health impact and are developed under the National Environmental Policy Act (NEPA).

Sincerely,

Kenneth W. Holt, MSEH  
National Center for Environmental Health (F16)  
4770 Buford Hwy., NE

## **Tribal Letters**





**MUCKLESHOOT INDIAN TRIBE**  
FISHERIES DEPARTMENT



August 15, 2000

Bob Brock  
Public Works Director  
City of Issaquah  
P.O. Box 1307  
Issaquah, WA 98027

RECEIVED  
AUG 18 2000  
PUBLIC WORKS ENG.

**RE: SOUTHEAST ISSAQUAH BY-PASS DRAFT ENVIRONMENTAL IMPACT STATEMENT**

Dear Mr. Brock:

The Muckleshoot Indian Tribe's Fisheries Department has received and reviewed the Draft Environmental Impact Statement (DEIS) for the proposed Southeast Issaquah Bypass road project. We have several concerns regarding the analysis in the DEIS and the potential adverse impacts to salmonid resources as a result of this project. The purpose of this letter is to specifically identify and discuss our concerns. Other concerns that the Tribe may have with this project may be brought up under a separate correspondence to this letter.

In general, we have four major concerns with this project. First, the information and field data used to identify existing salmonid-bearing streams is incomplete; therefore, the impacts analyses and potential mitigation measures are inadequate. A related concern is that other species were not considered in the DEIS and may occur within or downstream of the project site, i.e. Olympic mudminnow, river lamprey, etc. Our second concern is that the potential for stormwater to adversely affect salmonids (directly and indirectly), not just their habitat, has not been considered in the DEIS. Third, the DEIS fails to fully consider habitat-forming processes for all affected waterbodies and how the project may adversely affect these processes and adversely affect salmonids as a result.

Incomplete information and inadequate analyses for salmonids and other species

None of the surveys discussed in the DEIS and companion reports were completed during the winter and early spring when it would be likely to find juvenile salmonids, particularly coho salmon, steelhead, and cutthroat trout, over-wintering in any or all of the three tributaries that will be directly affected by the project. Our data indicate that the stream gradients of the tributaries are low enough to enable salmonids to utilize these streams and there are no known natural barriers. Therefore, it is highly possible that juvenile salmonids could utilize the north tributary and that the proposed class 3 designation for this stream is incorrect. Furthermore, the information regarding adult use of Issaquah Creek and the north and south (WRIA 08.0199) tributaries, as well as, East

39015 172nd Avenue Southeast • Auburn, Washington 98092 • (253) 931-0652 • FAX (253) 931-0752

Muckleshoot Indian Tribe Fisheries Department  
Comments to the SE Issaquah Bypass Road Project

August 15, 2000  
Page 2

Fork Issaquah is incomplete. Cooperative spawning salmon surveys completed in 1995 and 1996 by the Muckleshoot Indian Tribe's Fisheries Department and King County's Surface Water Management Division found numerous adult coho in Issaquah and the East Fork Creeks, as well as, both the south tributary to Issaquah Creek discussed in the DEIS. Also, a third tributary that flows to the East Fork is mentioned on page 3-2, but is not discussed anywhere else in the DEIS, particularly on page 4-92 in the "Affected Environment Section". Furthermore resident trout are also likely found throughout the project area; however, the DEIS only considers sea-run cutthroat trout. Finally, kokanee in Issaquah and East Fork Issaquah Creeks were not considered in the DEIS and may also be adversely affected. As a result of these omissions, the DEIS fails to accurately analyze the potential for adverse impacts to occur to salmonids and their habitat. The FEIS should be updated accordingly based on new field surveys conducted throughout the year to capture at least one year's worth of data for the various species throughout their life history.

In addition to incomplete salmonid information, the DEIS fails to consider other species that may occur within or downstream of the project area. On September 5 1997, King County SWM and Muckleshoot Indian Tribal Fisheries Department staff found one Olympic mudminnow in the East Fork of Issaquah Creek upstream of the project site. This species is listed as a "Sensitive Species" under Washington's Priority Habitats and Species program. Two lampreys were also found in Holder Creek; however, they were not identified to species. A new survey should be conducted for the project area to determine if river lamprey and Olympic mudminnows are within or downstream of the project area.

Inadequate analysis of stormwater impacts to salmonids

Our second concern is the analysis in the DEIS fails to consider, analyze, and identify mitigation for salmonids as a result of stormwater impacts. Direct and indirect impacts to salmonids can occur as a result of stormwater, not just the habitat that these species use. Current stormwater discharge standards do not consider the interaction of stormwater, reduced wood and pool frequency, historical loss of off-channel overwintering habitats, and the conversion of stream channels to predominately riffle and glide reaches. Though the magnitude and duration of the peak discharge flows at or above 1/2 the 2-year discharge event can be partially mitigated, the duration and frequency of lower flows are increased by stormwater discharges regulated under existing stormwater regulations. Thus the 1998 King County Stormwater Manual is more protective of the physical elements of salmon habitat than previous standards, this manual cannot be considered directly protective of salmonids and indeed may actually lead to adverse impacts to salmonids. The 1998 Manual acknowledges this fact on page 1-15, Section 1.1.4 "Drainage Design Beyond Minimum Compliance".

The focus of existing stormwater standards has been to look at flows that alter stream channels, but has generally overlooked biologically significant flows. Due to past land use practices, stormwater is discharged into streams where the mainstems are typically hydraulically simplified and the bulk of the off-channel, high flow refugia features have been eliminated or disconnected. A comparison of the juvenile salmon habitat

requirements and the hydrological outcomes of urbanization and flow control standards suggests that while control of peak flows and duration of those flows are obligatory components of a stormwater management program, such controls are insufficient to protect salmon from stormwater or allow for recovery of salmon populations.

Previously, we identified this concern in our written comments to both the North and South SPAR projects. This concerns are still outstanding for these projects and has not been considered at all in this DEIS. For a detailed discussion of the potential adverse impacts to salmonids, please see Attachment 1.

Inadequate analyses of impacts to habitat-forming processes

Our third concern is that the DEIS fails to consider the existing and future habitat-forming processes and how the project may adversely affect these processes. For example, on page 4-95, the DEIS states that because the north tributary provides poor fish habitat today, the impacts on fisheries due to the road crossing are expected to be minimal. We disagree. As noted on page 4-94, the north tributary has a riparian zone equal to 200 feet in width that contains native tree species in the canopy. These trees will eventually fall into the north tributary where they will provide fish habitat or they could move downstream into mainstem Issaquah Creek and provide habitat there. Removing these trees will not only adversely affect the north tributary, which is likely provided at least over-wintering rearing habitat for coho, steelhead, and trout, but will also adversely affect Issaquah Creek by not being available for future habitat. The entire impacts section is wrought with this type of logic error.

As a result, this section should be re-written in the FEIS that relies on existing data, as well as a full discussion of habitat forming processes. A revised analysis should be done in the FEIS that compares the existing habitat conditions to the National Marine Fisheries Services' "Matrix of Pathways and Indicators", which can be found in their 1996 Guide to Biological Assessments. Any tree capable of growing to a height that is equal to its distance from the stream has the potential to become functional habitat in streams. Removal of these trees should be considered a significant adverse impact because the existing channels have very low amounts of wood currently and it takes 70 to 100 years to replace this wood naturally. Furthermore, in the course of re-writing the DEIS, the authors are encouraged to review and cite information several literature sources including, but not limited to:

- National Research Council. Committee on Protection and Management of Pacific Northwest Anadromous Salmonids. 1996. Upstream: Salmon and Society on Pacific Northwest.
- Spence, B.C. et al. 1996. An Ecosystem Approach to Salmonid Conservation. Management Technology. TR-4501-96-6057.
- Stouder, D.J. et al. 1997. Pacific Salmon and their Ecosystems: Status and Future Options. Symposium, Seattle Washington, January 10-12, 1994.

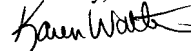
- R2 Resource Consultants et al. 2000. Tri-County Urban Issues ESA Study Guidance Document. Prepared on behalf of the Tri-County Urban Issues Advisory Committee.

Alternatives

Our last major concern is that according to the DEIS, Alternatives 2,4, and 6 will result in more adverse impacts to the environment than Alternatives 1,3,5, and 7. For example, more habitat area will be permanently lost in the affected tributaries due to filling and culverts under Alternatives 2,4, and 6. As a result, Alternatives 2,4, and 6 should be removed from further consideration. Furthermore, the other transportation options (i.e. more Mass Transit, toll roads, etc.) should be pursued aggressively before a new roadway with its associated adverse impacts is built. Without this approach, there will be a continued degradation of salmonid habitat that will hinder recovery efforts.

In addition to these general comments, we have specific comments to this DEIS. We appreciate the opportunity to comment. If you have any questions, or need further clarification of these comments, please contact me at (253) 939-3311, extension 116.

Sincerely,



Karen Walter  
Senior Watershed Planner

Attachment

Cc: U.S. Army Corps, Regulatory Branch  
NMFS, Dee Ann Kirkpatrick  
USFWS, Jim Michaels  
U.S. EPA, Steve Bubnick  
FHWA, Michael Brower  
WDFW, Larry Fisher  
WSDOT, Gary Davis  
WDOE, Alice Kelly, Shoreline Specialist

#### Page Specific Concerns

On page 4-35, the DEIS is missing information about the approximate hectares that are within erosion hazard areas for Alternative 4.

The DEIS indicates that the stormwater management facilities for this project will meet Level 1 detention criteria. We do not support this standard because the impact associated with increasing the *duration* of higher flows will not be mitigated. Furthermore, even if the standard is increased to King County's 1998 manual Level 2 standard, the duration-matching performance standard, this standard, too, is inadequate to mitigate for the direct and indirect impacts to salmonids that is discussed further in Attachment 1. Furthermore, none of the existing stormwater standards adequately mitigate for the decrease in baseflows as a result of an increase in impervious surfaces. Therefore, we disagree with the statement on page 4-48 that the proposed detention facilities will mitigate for the adverse impacts to the north and south tributaries of Issaquah Creek.

The FEIS should include an expanded discussion of existing and future water quality conditions for all affected waterbodies. The DEIS only considered the Issaquah Basin Plan. There is more information available regarding water quality, including the 1998 303(d) list. King County DNR staff, as well as, U.S. Geological Survey staff should be contacted for any available water quality data. This data should be used to revise the water quality analysis on pages 4-60 through 4-65.

Buffer averaging, as proposed on page 4-76, should not be allowed because buffer averaging results in a net loss of buffer functions. The fully regulated buffer should be provided for throughout this project. In areas where the buffer is not fully functional currently, then the project should restore these buffers as mitigation for the permanent loss of buffer areas due to the road crossing.

On page 4-76, the DEIS indicates that the mitigation for wetland buffers that is contingent on another future development (Park Pointe). This approach is unacceptable because the future development may never occur and the impacts will be unmitigated. Furthermore, without details about the future development, then it is highly likely that this additional project will have its own adverse impacts that will go unmitigated. Salmon and their habitats need protection and restoration, not additional habitat loss.

On page 4-87, at the bottom, the DEIS notes that structural elements within the stream corridor and the riparian area will be retained or replaced at the completion of construction. If these elements are replaced with other material, i.e. wood debris, then the replacement material should be at least equal to the size and diameter of the displaced material. The DEIS fails to discuss if how future maintenance activities will address wood that may enter streams and wetlands and approach the built structure. Any wood that becomes a structural element in streams and wetlands should be left alone and not physically removed from the watershed, as is often the practice. If there are any pieces of wood that may threaten stream and wetland crossings, then this material should be

relocated downstream of the affected waterbody, rather than being removed without replacement.

The entire Fisheries Section (pages 4-91 through 4-97) should be rewritten based on new information that is available and/or collected as we recommended above.

We do not agree with the conclusion on page 4-102 that "no adverse effect on chinook salmon are expected" because peak flow rates and pollutant and sediment levels will be reduced as a result of stormwater facilities. As we noted previously, the stormwater flow rates are inadequate. The pollutant and sediment levels will be reduced, not eliminated; therefore, adverse impacts to chinook are possible.

We would like an opportunity to review and comment to a draft of the Biological Assessment for bald eagles, bull trout, and chinook salmon as soon as it is available (page 4-97).

On page 4-101 the DEIS states that there is no data available for salmon usage of the south tributary. We disagree. As stated previously, MITFD and King County SWM staff completed cooperative spawning salmon surveys in 1995 and 1996. In addition, there may be anecdotal information from volunteers participating in the multi-agency "Volunteer Spawners Survey". The Washington Department of Fish and Wildlife spawning salmon database is incomplete and should not be used to determine the extent of salmon utilization. WDFW survey specific sections of streams annually, and do not conduct comprehensive surveys.

On page 4-191, the DEIS provides a partial discussion about the increase in duration of higher flow volumes as a result of the North and South SPAR road projects, along with the Southeast Issaquah by-pass project. This increase in duration of higher flow volumes is not discussed under the Fisheries Section, just the increase in volume. Again, the presumption is that only fisheries habitat would be adversely affected, not the fisheries resources themselves. Furthermore, the DEIS states that "no additional mitigation is proposed for the bypass project to reduce potential secondary and cumulative impacts". As a result, cumulative adverse impacts will occur without mitigation and will likely impair recovery and restoration of salmonid populations in this watershed.

## ATTACHMENT 1

### JUVENILE SALMON, SALMON HABITAT, AND STORMWATER

#### INTRODUCTION

Water and habitat quality and quantity determine the freshwater productivity of a watershed for salmon and successful salmon production up to the point of marine entry requires that streams or rivers provide adequate summer and winter rearing habitat, and migration corridors from spawning and rearing areas to the sea. For a stormwater management program to be effective, it must mitigate direct and indirect impacts to salmonids. For the purposes of this discussion, direct impacts are those measurable impacts to the structural habitat used by salmonids, such as pools, riffles, wood, *etc.* Indirect impacts are impacts that do not alter the structural habitat, but alter the velocity of water in some or all of the affected stream channel or the duration of a specific velocity at a given point in the stream channel.

The impacts of stormwater quantity fall into two broad categories harmful to salmon and salmon habitat: (1) increased magnitude and frequency of disturbance to the stream hydrograph particularly at the smaller storm events resulting in direct impacts upon salmonids (*i.e.* the design release rates does not consider the vulnerability of downstream salmon to stormwater water impacts at events less than 50 percent of the 2-year, 24-hour storm event); and (2) impacts to salmon habitat through physical disruption of the stream channel through lateral erosion, channel widening, bed scour, incision, pool in-filling, flushing, and removal of wood, which result in simplified stream channels and greater instability.

The specific hydrologic impacts of development are well documented: (1) increased peak flows; (2) increased duration of high flows; (3) increased volume of runoff; (4) increased frequency and magnitude of peaks; (5) creation of new peak flows where none previously existed;

The inability of technical standards to address all significant impacts is compounded by the observation that stormwater management does not consider the additive, synergistic, and cumulative impacts of stormwater induced changes in the flow duration curve with the historical loss of salmonid overwintering or high flow refugia habitats, conversion of stream channels to predominately riffle and glides, and reduced quantities of in channel wood.

The emergent fry and overwintering life history stages of juvenile salmonids occur typically during the wettest parts of the year, when the greatest volumes of stormwater are expected to be generated. Due to limited swimming abilities arising from size, reduced water temperatures, and/or limited food supplies these two life history stages are potentially at particular risk from high flows and the associated water velocities, even in systems with unaltered hydrology and instream habitat. Due to the

inherent limitations of the technical standards and the current failure to consider the interaction of stormwater with a hydraulically, simplified stream channel, the stormwater management regimes typically overlook (1) the potential for regulated stormwater flows that do not cause flooding or channel erosion to still impact juvenile salmonids directly and (2) for stormwater management to paradoxically increase impacts upon juvenile salmonids while reducing impacts on channel form and structure. This paper shall discuss the potential for stormwater management to 1) directly effect juvenile salmonids at flow volumes below those that cause flooding or influence the channel form, and 2) reduce the temporal or spatial distribution of water velocities used by juvenile salmonids, especially during the emergent fry state or the overwintering stage. Unless these two potential impacts are considered and appropriate mitigation measures developed, salmon protection and recovery in a variety of landscapes and locations may fail despite the implementation of stormwater discharge rate standards that protect channel form and reduce flooding.

#### JUVENILE SALMON HABITAT REQUIREMENTS

##### Introduction

Within a given channel, the portion of the channel suitable for refuge from high flows varies with flow and habitat complexity. Even at low flows, much of the stream channel can have water velocities exceeding juvenile salmonid swimming abilities. Juvenile salmonids move in and out of areas in response to elevated flows.

Juvenile salmonids have limited swimming abilities and except for brief darts or forays into areas of higher water velocity to feed, change positions, *etc.*, tend to remain in those portions of the stream channel with velocities less than 30 to 60 cm/s in the summer, and even lower velocities in the winter. Even in unaltered streams, water velocities lower than these thresholds, particularly during the rainy season, are not found throughout the entire stream, but in rather restricted locations. These locations containing suitable volumes of water with acceptable water velocities and depths often result from instream habitat complexity such as wood, debris jams, channel obstructions, side channels, *etc.*, and off-channel areas such as wetlands, beaver ponds, wall-based channels, *etc.*

The longer juvenile salmonids rear in freshwater, the more susceptible they are in general to poor quality habitat in streams and rivers. Two life history stages of salmonids overlap with the rainy season, the time of greatest stormwater discharge to the stream channel in lowland Puget Sound streams. These life history stages are (1) the emergence and early fry rearing stage and (2) for some species overwintering. Juvenile coho production is often limited by the availability of summer and winter freshwater rearing habitats. Though the species-specific requirements and time spent in freshwater differ, they share several common elements influenced by stormwater, particularly stream hydrology. Juvenile salmonids during and immediately after fry emergence, during early freshwater rearing, and during the winter for those species or stocks with extended freshwater rearing, are dependent upon areas of extremely low water velocity. These stormwater vulnerable life history stages will be discussed in greater detail below.

##### Fry Emergence and Early rearing

The swimming abilities of juvenile salmon are limited, in both maximum speed and the ability to maintain lower speeds for extended periods. Stream depth and water velocity are both closely dependent on stream discharge. High stream flows, with associated elevated water velocities, are particularly detrimental to juvenile salmonids. To avoid excessive velocities, upon emergence from the gravel, juvenile salmonids move to the margins of stream channel where water velocities are lower due to friction and flow obstructions, yet the water velocities in these areas are typically less than 30 cm/s for coho and 60 cm/s for chinook.

Coho emigration from experimental stream channels during winter conditions increases with increasing flow. High winter flows and associated high velocities are particularly detrimental to coho in the 45-70 mm size, and coho fry production. Water velocities exceeding 30 cm/s can displace many juvenile coho salmon downstream. Though fish do not respond to mean overall channel water velocities, but immediate point or focal velocities in the near vicinity, juvenile coho tend to depart from areas where the average localized stream velocity in the water column exceeds 20 cm/s.

Juvenile chinook inhabit primarily pools and stream margins, particularly undercut banks, behind woody debris accumulations, and other areas with cover and reduced water velocity. While chinook salmon habitat preferences are similar to coho salmon, chinook salmon inhabit slightly deeper water, 15-120 cm, and higher velocity (0-38 cm/s) areas than coho salmon. In main stem rivers, juvenile chinook are associated with stream margin habitats in areas where water velocity is noticeable slower than areas immediate distal to the slack water.

#### Overwintering

Coho smolt production is using limited by rearing, rather than spawning habitat. Though, coho smolt production has often been linked to the availability of summer habitat it is also becoming increasingly linked to the availability of and winter rearing (overwintering) habitats. Overwintering is an energetically stressful time for juvenile fish, particularly in the mainstem of rivers and larger tributaries where water velocities tend to be higher.

By seeking cover and entering areas of reduced and relatively stable water velocities such as side channels, wall-based channels, off-channel habitats, beaver ponds, deep pools and wetlands, juvenile coho avoid being swept out of the waterbody during winter storms, and also avoid predators when swimming ability is reduced by low temperatures. The importance of extremely low water velocity is emphasized by the observations that disproportionately high numbers of overwintering coho are found in reaches with velocities between 0 and 9 cm/s, juvenile coho move into pools with velocities lower than 15 cm/s, when temperatures drop below 7°C, and even during the summer months coho to migrate from areas where the average stream velocity in the water column exceeds 20 cm/s. Shortages of appropriate winter or high flow rearing habitats, such as backwater pools, beaver ponds, wetlands, and other off-channel rearing areas, are considered the primary factor limiting coho salmon production.

To avoid unfavorable rearing conditions, juvenile coho move from summer rearing habitats into overwintering habitats. Most juvenile coho leave the summer rearing reaches during the first freshettes of the fall unless there is a combination of low

velocity, shade and wood debris in the summer rearing areas. The number of juvenile coho that do not migrate, but instead remain in the summer rearing stream reaches increases as cover and inwater complexity, important elements of overwintering habitat, increases in the stream channel. The survival and growth rates of juvenile salmonids in suitable overwintering habitat are greater than for those in more exposed habitats. Additionally, juvenile coho use of winter habitats varies with cover type and flow; areas with more complex cover contained more juvenile coho during the winter. Overwintering production is influenced by the stability or quality of winter habitat. Juvenile coho survival in winter varies directly with fish size and stream complexity and inversely with the magnitude of the peak stream flow.

Some researchers working in an urban stream with a riparian corridor found that age 1+ and older cutthroat and coho pre-smolts were larger and more abundant in stream sections with complex habitat. Additionally, they found that while coho fry were found in sections with simple habitat, habitat generally lacking wood and pools, no yearling coho were found in simple habitats. They estimated that salmonid biomass in the simple reaches of the study stream was 20% that of the complex sections.

Overwintering habitat requirements for juvenile chinook salmon often differ from coho. Most chinook in Puget Sound are ocean type chinook and typically migrate to the ocean immediately after fry emergence or within a few months, limiting their exposure to high flows. However, one researcher reported that in artificial streams with coarse bottom substrate that fluctuating stream discharge increased the number of chinook fry moving downstream when water velocities exceeded 25 cm/s. Other researchers have also observed that flow fluctuations leading to abrupt increases in stream discharge can wash out or displace young fish with limited swimming ability, though the vulnerability to washout decreases with increased fish size.

#### PRE-URBANIZATION AND URBANIZATION IMPACTS TO THE STREAM CHANNEL AND SALMON HABITAT.

Prior to urbanization, most of the lowland areas of the Pacific Northwest upon which the urban and urbanizing areas sprawl, contained a mosaic of mainstem and side channels, beaver ponds, off-channel habitats, and streams filled with wood, features preferred by overwintering juvenile salmonids. Following settlement, wetland draining for conversion to cropland, timber harvest, road construction, levee construction and other activities destroyed or degraded off-channel overwintering habitats as well as prevented or impaired access into some of the remaining off-channel habitats. Additionally, in-river activities such as channelization and wood removal for navigation and flood control purposes reduced the number and quality of pools and debris jams.

Thus, even prior to the development of the major urban and urbanizing centers in last 75 years and resultant profound changes in hydrology, the quality and quantity of overwintering and/or early fry rearing habitat had been greatly diminished since the quality and quantity of the preferred areas, such as large deep pool habitats with complex wood; beaver ponds; side channels; etc., had been directly or indirectly eliminated. Furthermore, the extent of high velocity areas such as riffles and glides, habitats with low salmonid use increased. These changes in channel morphology wrought considerable

change upon the ability of the stream channel to support juvenile salmonids particularly during the rainy season.

Pools are essential to stream rearing juvenile salmon. In general, a variety of pool types are required in the stream channel to provide the range of habitats needed by different salmon species and age classes throughout the year. For example, slow moving dammed or backwater pools provide areas of reduced velocity used by juveniles while rearing particularly during storm events or the winter. The amount of large woody debris in streams has been related to juvenile salmonid abundance and distribution and structural complexity is an important element of coho salmon overwintering habitat.

Large woody debris has a major impact on channel form in both small streams and large rivers. In forested streams, LWD is associated with the majority of pools and the amount of LWD has a direct affect on pool volume, pool depth and the percentage of pool area in a stream parameters directly linked to salmon habitat suitability and ability to shelter salmon from elevated flows.

Urbanization occurred upon a landscape that had already been modified as discussed above. However, as a result of urbanization, aquatic habitats in urban and urbanizing areas are more highly altered of any land-use type in the Pacific Northwest, and the proportion of the streams within urban areas that are degraded is greater than those subject to other land uses. Though the total amount of urban area is often small compared to total basin size, urban areas are often located in areas that either once were important habitat areas for salmon, areas with low gradients, that often contain wetlands, flood plains or that are along major rivers, tributary junctions and estuaries or are located in positions on the landscape that favor the formation of habitats used by overwintering juvenile salmon. Additionally, activities associated with urbanization (e.g. building construction, utility installation, road and bridge building, storm water discharge) alter the land surface, soil, vegetation, and hydrology significantly and can affect salmon habitat directly and indirectly through habitat loss and modification. This urbanization has resulted in further channelization of rivers, loss of bank irregularities, infill of pools with sediment, fill of wetlands, loss of access into off-channel habitats, etc. This has reduced the quantity of accessible overwintering habitat and its quality through removal of wood or overhanging vegetation, loss of depth, etc. In short, the quality and quantity of the preferred off-channel habitats used preferentially by overwintering coho have been further reduced by urbanization. Urbanization has compounded and magnified the impacts of previous land conversion from forest land to agriculture.

The combination of historical and more recent land use has altered the stream corridor. As a result of these alterations, the remaining overwintering habitat is found in the mainstem channels, rather than in off-channel areas in most urban streams and many non-urban streams. However, it is these mainstem channels that are most influenced by stormwater and stormwater management.

#### **STORMWATER MANAGEMENT GOALS, DISCHARGE RATES AND ASSUMPTIONS.**

Flow and duration controls are designed to protect the channel from increased energy or duration of energy that can alter the channel form. *This is achieved by preventing initiation or aggravation of erosion and stream channel instability by*

*maintaining at predevelopment levels the aggregate time that the post-developed flows exceed an erosion-causing threshold.* To avoid increases in channel instability, the proposed Department of Ecology manual use technical standards for flow control that avoid excessive duration of geomorphically significant flows by requiring stormwater facilities to maintain the duration of high flows at their pre-development levels for all flows greater than one-half of the 2-year peak flow up to a specific flow event. It is assumed that such duration controls will protect streams with important aquatic habitat. Though these restrictive flow control regimes may avoid increases in channel instability, the velocity of water required to be geomorphically significant is much greater than water velocity that either exceeds juvenile salmon swimming abilities, displace fish, reduces the spatial or temporal distribution of acceptable water velocities, or confine to juvenile salmonids to smaller area, thus increasing competition and potential for displacement: all thresholds of biological impact.

The major difference between biologically and geomorphically significant flows is that the velocity required to displace juvenile salmonids is generally less than 30 cm/s, a velocity much lower than that required to alter the form of gravel dominated streams.

Due to these differences in required water velocity, it is one thing to assume that controlling geomorphically significant flows will protect, or at least reduce damage to, channel form and structure and hence the structural elements of salmon habitat, such as pools, wood, and gravel. However, it is quite another to believe that controlling geomorphically significant flows will directly protect salmon from the altered stream hydrology, particularly in the simplified stream channels found throughout most of the urban and urbanizing areas. Reliance upon technical standards regulating the rate at which stormwater can be discharged will not protect salmon and indeed may inadvertently lead to increased impacts upon juvenile salmonids. The failure to consider the interaction of stormwater, historical loss of overwintering habitats and the conversion of stream channels to predominately riffle units with reduced quantities of wood combined with the traditional emphasis of stormwater management upon flooding and channel forming events has lead to a situation where the stormwater management may actually lead to adverse impacts to salmonids. A summary of some of these limitations and assumptions in stormwater management is presented in Table 1.

Table 1. Some assumptions in stormwater management.

| ASSUMPTION/LIMITATIONS                                                                                                                                                                                                                                                                                      | IMPACT ON SALMON HABITAT                                                                                                                                                                                  | IMPACT ON SALMON                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Projects with less than 5,000 square feet of new impervious area are exempted                                                                                                                                                                                                                               | Cumulative increase in volume of discharge with potential to alter the stream channel.                                                                                                                    | Increased flashiness of winter flows<br>Decreased summer base flows                                                                                                                                                                                                                                                                                                                                                                    |
| The design of release rates does not consider the vulnerability of downstream salmon to stormwater water impacts at events less than or equal to 1/2 of the 2-year, 24-hour storm event                                                                                                                     |                                                                                                                                                                                                           | Increased frequency of storm events equivalent to 1/2 of the 2-year storm event decreasing the spatial and temporal extent of water velocities within the tolerances of juvenile salmonids.                                                                                                                                                                                                                                            |
| Small storms are not addressed for flow control                                                                                                                                                                                                                                                             |                                                                                                                                                                                                           | See above                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Only new development is addressed                                                                                                                                                                                                                                                                           | No decrease in cumulative level of impact                                                                                                                                                                 | Can extend the duration of flows that have effects similar to above                                                                                                                                                                                                                                                                                                                                                                    |
| No requirements to address cumulative impacts or to compensate for projects that fall below regulatory thresholds                                                                                                                                                                                           | No decrease in cumulative level of impact. Channels may continue to degrade                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Design release rates overlook that in most urban and urbanizing streams past land use practices have reduced the quality and quantity of habitat used by salmon for shelter from naturally occurring high-flow events and increased the extent of habitats, which are unsuitable for use during high flows. | The impacts of increased flows are increased due to lack of hydraulic complexity to dissipate energy and stabilize gravel.                                                                                | For a given channel complexity, the portion of the channel suitable for refuge from high flows varies with flow and habitat complexity. Thus, the vulnerability of salmon to high flow events in urban and urbanizing areas has increased, even if urbanization did not lead to increased duration, peaks, or frequency of high flow events. Though flows have increased, juvenile salmonids have less habitat with low velocity flows |
| Due to previous land use actions, the frequency and volume of in-channel will continue to decline in many streams.                                                                                                                                                                                          | See above                                                                                                                                                                                                 | The quality and quantity of habitat available for juvenile salmonids to shelter from high flows will decrease.                                                                                                                                                                                                                                                                                                                         |
| Stormwater design release rates generally use average stream velocity, depth, and cross-sectional area at locations along a longitudinal profile of the stream channel to calculate impacts.                                                                                                                | Stream channels are heterogeneous and water depth, velocity, and cross-sectional area varies. Thus, the same flow will have different impacts upon the stream channel depending upon the stream geometry. | Juvenile salmonid distribution in streams is not influenced by average channel velocity, but the quality and quantity of microhabitats with suitable velocity, cover, and depth.                                                                                                                                                                                                                                                       |

#### STORMWATER IMPACTS UPON JUVENILE SALMONIDS

Prior to the discussion of stormwater impacts upon juvenile salmonids, the preceding discussion will be summarized in a series of bullets to provide the framework

for the discussion of impacts and the presentation of measures to reduce the site specific and cumulative impacts of stormwater. Current stormwater management programs that rely upon design release rates and capital improvement programs, and future stormwater programs may rely additionally upon land use and more restrictive release rates will fail to protect and recovery salmon due to inherent limitations of technology and the current degraded state of most streams. These are summarized below:

- A. Urbanization has increased the magnitude, frequency, and duration of peak flows at all storm events and particularly increased the frequency of flow events equivalent to the historical 2- and 5-year flows.
- B. The use of average stream velocity, depth, and cross-sectional area at locations along a longitudinal profile of the stream channel masks variations in the relative distribution of water velocities that can be used by juvenile salmonids as high flow refugia.
- C. Typically, the higher the flow, the greater the velocity at a specific point in a stream channel, except in the presence of hydraulic complexity.
- D. Stream areas that function as pools during low flow can become glides during higher flows.
- E. Most streams in urban and urbanizing areas are hydraulically simplified compared to the pre-development condition
- F. The portion of the channel suitable for refuge from high flows varies with flow and habitat complexity. The usual response in hydraulically simplified systems is an increase in average velocity and reduction in the volume of low velocity habitat suitable for use as high flow refugia by juvenile salmonids. The velocity refuge downstream from mid-channel boulders diminishes as flows increase. Furthermore, the relative and absolute volume of slow moving water decreases as flow increase in rock dominated systems, but increases up to a threshold flow in system with complex wood till a threshold flow is reached and then it decreases with increasing flow.
- G. Turbulence can prevent juvenile salmon from using areas of the stream with suitable velocities.
- H. In natural streams, even during ambient winter flow conditions, water velocities in most of the mainstem water column in urban and urbanizing streams exceed the swimming thresholds of juvenile salmonids.
- I. *Even if* storm water management releases water to the stream at the same rate as would occur from the site under old-growth forest conditions, water in the stream will behave much differently in the simplified channel, tending to move through these simplified channels faster than in a complex channel;
- J. The greater the habitat complexity the greater the proportion of the stream channel with velocities within the swimming thresholds of juvenile salmonids. Complex habitats support larger number of juvenile salmonids during the winter months than simpler habitats.
- K. Juvenile salmonids in urbanized stream have little access to off-channel overwintering and high-flow refugia, the preferred overwintering areas for coho. Therefore, many coho are found in mainstem areas. In the mainstem areas, they make use of low velocity areas. As stormflows drop, water velocities decrease, and juvenile salmon can move into areas of previously excessive velocity, until the next storm event occurs.

- L. Stormwater discharge leads to 1) increased velocities which can convert areas of suitable velocities into areas of less suitable velocity and/or 2) increase the duration of the time as for velocities within the range of suitability for overwintering salmonids fewer problems would result. However, the increased duration of flows of velocities higher than the pre-developed condition and more than those conducive to overwintering has great potential for adverse impacts.
- M. These mainstem areas are most vulnerable to hydrologic alterations due to stormwater.
- N. Stormwater management for regulated development has or will increase the duration of flows that equivalent to one-half the two year storm event, increasing the period of time the stream channel is experiencing flows equivalent to a storm event.
- O. In most streams juvenile salmon have little shelter from elevated flows regardless of the ambient winter flow due to historical decreases in the quality and quantity of habitat that provides water velocities suitable for use and an increase in the extent of habitats that do not support use during high flows.

Combining these elements leads to the conclusion that the spatial and temporal distribution of water velocities acceptable for emergent fry rearing, high flow refuge, or overwintering in the stream channel are influenced by the interaction of flow and channel complexity. Stormwater management decision, programs, and actions currently decrease or avoid increases in peak flows to protect channel form. A consequence is an increase in the duration of flows and frequency of the flows equivalent to the 1/2 of the 2-year flow event and an increase in the frequency of flows less than 1/2 of the 2-year discharge event. The long-term outcome if the conversion of the stream channel into a chronic storm discharge condition with adverse impacts upon juvenile salmonids that must be mitigated.

#### **ADDITIONAL MITIGATION OR STORMWATER MANAGEMENT PROGRAM MEASURES REQUIRED TO PROTECT SALMONIDS**

The interaction of the cumulatively altered channel and the cumulative impacts of additional stormwater discharge or stormwater management programs must be considered in evaluating the effectiveness of discharge standards in protecting salmon and allowing for their recovery.

Though duration control for the channel forming flow is extremely important to reduce the potential for further increases in channel instability and to increase the probability that instream restoration projects will survive, control of flow duration will not by itself recover salmon. A stormwater management program designed to allow for the recovery of salmon requires at least four mutually integrated elements: 1) land use management; 2) technical standards for release rates; 3) capital improvement projects to reduce cumulative flow impacts; and 4) increased in-channel hydraulic complexity in the receiving stream to decrease the vulnerability of salmon to stormwater.

#### **Land Use**

Land use is the most critical aspect of preventing further stormwater-induced degradation of instream habitat and the spatial temporal distribution of water velocities acceptable to juvenile salmonids. Land development above a certain thresholds will

inexorably alter the stream hydrograph. It is conceptually possible to control the peak flow rates and the frequency and duration of geomorphically significant flows. However, the control of the geomorphically significant flow requires increasing the duration or frequency of lower flows, flows that have a potential to adversely influence salmon use of streams, without noticeable alteration of channel form. However, even with technical standards and capital improvement projects, the outcome of land use decisions is the inexorable creation of stream channels with flow regimes equivalent to storm events in the pre-development channel.

#### **Technical Standards**

Technical standards to control the release of water for new and redeveloped sites are essential components of a stormwater management strategy designed to protect salmon, salmon habitat, and allow for the recovery of salmon and salmon habitat. However, for the reasons described above and in Table 1 technical standards are suited to preventing increases in flows that damage channel form, not flows that may restrict salmon use of stream channels or reaches.

#### **Capital Improvement Programs**

Technical standards controlling the release rates of stormwater from new development will partially ensure that there is no significant increase in flows that erode the streambed or destabilize the channel. The extent of past development constructed without stormwater management facilities has created a situation where cumulative alteration to the stream hydrograph has led to widespread degradation of the stream channel. There is a need to decrease the peak rate of flow in the stream channel and more importantly the duration of time the geomorphically significant flow is exceeded. Several issues preclude reliance upon CIPs alone. First, the use of CIPs to impose flow duration curves will of necessity increase the frequency and duration of flows below the 1/2 of the 2-year flow event and whatever flow is the target flow. Furthermore, CIPs targeting flow control for channel stability reasons will do nothing to provide the instream hydraulic complexity the salmonids need to shelter from high flows.

Finally, even if CIPs could be built to mimic the natural delivery of water to the stream channel, it is unreasonable to expect pre-development flows to behave in a pre-development manner in a post-development channel, typically devoid of hydraulic complexity. All of the three preceding options suffer from the same flaw, even if through a combination of CIPs, land use planning, and technical standards, we returned basins to a stage where the quantity of water leaving a site was equivalent to that in the forested state, in most streams juvenile salmonids have few places to shelter from even naturally occurring flows. A situation a stormwater management plan needs to acknowledge and address.

#### **Increased hydraulic Complexity.**

It is important to remember that even in natural streams, salmonids have evolved mechanisms to avoid seasonal high velocities and other unsuitable hydrology. If they required the presence of certain habitat elements to avoid or reduce the impacts of naturally occurring high flows, the need for those habitat elements is greater in the presence of the increased volumes of stormwater generated by urbanization. This



program should target the creation of habitat elements used by salmon to shelter from high flows. For juvenile chinook and coho, such programs should increase the complexity of the stream margin and middle to provide low velocity areas for early rearing. These low velocity areas could be non-scour formed pools or areas behind complex wood structures. Coho salmon fry increased their use of low velocity areas behind rootwads during elevated flow events. The use of boulders to create hydraulic complexity should be avoided. Brown trout have been observed to move to the slower inshore areas because the velocity refuge downstream from mid-channel structures, generally boulders, diminished as flows increased. Slow current velocities are important to juvenile salmonids, such as coho, but the productivity of low velocity areas increases with shade and three-dimensional complexity.

## **Letters from Organizations and Individuals**

Robert Brock  
Public Works Director  
City Of Issaquah  
PO Box 1307  
Issaquah, Wa 98027

Study after study has shown that when roads are built they fill up shortly afterwards with more cars. So in essence the SE By-pass proposal creates more problems down the road which means our children and grandchildren will be debating the same issues we are debating today.

How can we have a different kind of conversation that does not pit the No-By pass people against those who would build it at any cost to our environment or our tax roles? Many of us who are asking the city not to proceed with the SE By-pass would welcome the opportunity to be pioneers in this new dialogue. However, the Draft Environmental Impact Statement does not allow for this conversation. The draft EIS is cut and dry. Tear through this wetland on the south end of the by-pass, cut out large swaths of trees, take some homes away from people, impact our water supply, increase the noise pollution, displace large animals, etc, etc. Let's talk this over in a way that honors many points of view and puts the focus on every member of the community to accept its responsibility in this controversial issue.

I propose we step back from these limited alternatives and look for 21st century solutions to 21st century problems. Attempting to build our way out of Issaquah's traffic problems are old approaches that did not work well then and certainly will not work well now. Can there be a place in the EIS allowing for citizens to work from the bottom up in establishing alternative no build solutions?

The Issaquah Environmental Council is prepared to participate in such a dialogue and take a leadership role if the City of Issaquah is open to one.

Thank you

Al Souma  
975 Greenwood Blvd.  
Issaquah, Wa 98027

cc: Don Peterson-Federal Highway Administration  
Ron Paananen-King County Engineering Services  
Loree Randal-Dept. of Ecology  
Jerry Alb-Director of Environmental Services

275 NW Cherry Pl.  
Issaquah, WA 98027-3252  
425 391 8157  
July 22, 2000

Mr. Bob Brock, Director  
Public Works  
City of Issaquah  
1775 - 12th Ave NW  
Issaquah, WA 98027

Dear Mr. Brock:

In response to the Environmental Impact Statement, I am opposed to the proposed bypass because of probable increased air pollution. I urge the City to eliminate this project.

Please include my statement in the EIS review.

Sincerely,

  
John D. Walther

Issaquah City Council  
City Hall  
Issaquah, WA 98027

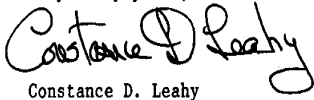
Gentlemen:

I write to protest the construction of the SE Bypass. This is, without doubt, the worst project to come before the council in my 25 years of living on Tiger Mountain. I am not a resident of your city, but this road would have a most deleterious effect on my life.

What is the point of enticing ever more traffic onto the Hobart Road, of channeling this traffic to and around the City of Issaquah, creating noise, air pollution, and even more traffic congestion as the commuters pile up on this new road?

One wonders if there is any consideration at all for those of us who actually live here NOW. The only reason for the Bypass seems to be to facilitate things for developers and people from the south who want to get to I-90. Can you imagine the state of the air in the Hobart Valley if this thing is built and traffic volumes increase?

The answer to all of these problems is to turn Highway 18 into a proper free-way with two lane access to I-90 westbound. This would create a somewhat longer but indubitably faster and easier commute. Issaquah would be saved, its mountains, valleys, trails, wetlands, community and schools would retain their character and not be sacrificed to greed and the automobile.

Very truly yours,  
  
Constance D. Leahy

Highway 18 is the best choice for a Bypass.

Mr. Bob Brock  
Public Works Director  
City of Issaquah  
PO Box 1307  
Issaquah, WA 98027

Dear Mr. Brock:

This letter is to plead that you NOT build the southeast bypass. What is the point of enticing ever more traffic onto the Hobart Road? As we all know, if you build it, they will come.

I am concerned about noise. The EIS makes no mention of the Hobart Road which is already noisy with traffic. Obviously, there would be more of it and the decibel level would rise. Garbage trucks would return to the Hobart Valley. Noise!

Because of the mountains, air quality in the Hobart Valley is notoriously poor. The EIS does not address this issue, confining itself to Front and I-90. A redesign of this interchange should ameliorate this problem.

Water quality: The EIS states that use of pesticides and fertilizer in landscaping will be "minimized" and trucks will have warning signs so they do not upset themselves into the wetland surrounding the new road. Really? Do you believe this? The EIS states that bridges would be built across the wetlands. How can a wetland survive with bridge construction followed by intense traffic use? I am deeply concerned about the state of the aquifer if we keep paving and paving and paving.

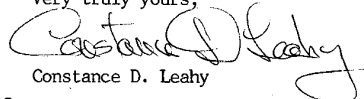
Under the proposed solution, we would lose 12.4 acres of vegetation. Fragmentation of wildlife habitat is seemingly considered a non-issue, unimportant. I do not agree.

The EIS states that the purpose of the proposed action is to take care of growth south of Issaquah. What do you have in mind for the Hobart Valley? Apartments? Condominiums? a freeway? We are presumably zoned rural, although that seems to have little meaning these days. Rural areas are being paved to take care of the developed places.

Is there any consideration at all for those of us who live here NOW? Is there any concern for anyone other than developers, newcomers and commuters - oh, and money? Why not turn Highway 18 into a freeway. It would be longer, yes, but faster and easier than limping through town. Issaquah would be saved. We would still have a viable high school, established neighborhoods, mountains, valleys, trails and wetlands. Issaquah could retain its character, what there is left of it.

All that we have should not be lost to greed and the automobile.

Very truly yours,

  
Constance D. Leahy

I have lived just off the Hobart Road for 25 years.

Bob Brock  
Public Works Director  
City of Issaquah  
1775 12th Ave NW  
Issaquah, WA 98027

Dear Mr. Brock,

Subj: More Comments on the SE Bypass Draft EIS

I was asked to re-direct these comments to you for inclusion in the Final EIS.

Thank you,

John MacDuff  
620 SE Bush St  
Issaquah, WA 98027

-----  
Subj: [bypass] Purpose of the Bypass - Comments on DEIS  
Date: 7/4/2000 8:58:30 PM Pacific Daylight Time  
From: johnntty@aol.com  
Reply-to: bypass@egroups.com  
To: pamf@ci.issaquah.wa.us  
CC: mayor@ci.issaquah.wa.us, citycouncil@ci.issaquah.wa.us, bypass@egroups.com

Pam,

After reading through the SE Bypass Draft EIS dated June 2000, one thought came to me. What is the purpose of this bypass?

The DEIS says it is to "reduce congestion" in the downtown Issaquah area. But does this project really do that? What does your model really say?

In discussing the alternatives in Chapter 2 there are 3 tables (2-3, 2-4, and 2-5) which deal with congestion in 2005. They show that congestion at:

Front/Sunset AM as: today 66 sec, No-build 66 sec, Full build 30 sec

Front/WB Ramp I-90 AM as: today >180 sec, No-build >180 sec, Full build >180 sec

Front/EB Ramp I-90 PM as: today 175 sec, No-build 175 sec, Full build >180 sec

Front/Sunset PM as: today 34 sec, No-build 34 sec, Full build 38 sec

That amounts to 1 getting better, 2 getting worse, and 1 so bad you can not tell. How can you call that a reduction in congestion?

July 6, 2000

REC

JUL

PUBLIC

In discussing the alternatives in Chapter 2 there are 2 more tables (2-6, and 2-7) which deal with congestion in 2015. They show that congestion at:

Front/Sunset AM as: No-build 66 sec, Full build 31 sec

Front/WB Ramp I-90 AM as: No-build >180 sec, Full build >180 sec

Front/EB Ramp I-90 PM as: No-build 175 sec, Full build >180 sec

Front/Sunset PM as: No-build 34 sec, Full build 41 sec

That amounts to 1 still better, 2 still worse, and 1 still so bad you can not tell. Essentially no change from 2005; just getting a little worse.

So, will we really accomplish anything? Congestion gets worse no matter which alternative you chose. For this the preferred alternative will cost us \$27.3M. Out of the alternatives presented the greater benefit is No-build since the money is not spent, but that too is no solution. I am certain the real solution lays in an alternative not presented: one not in Issaquah, but much farther east.

John MacDuff  
Issaquah WA

620 SE Bush St  
206-989-9761

Bob Brock  
Public Works Director  
City of Issaquah  
1775 12th Ave NW  
Issaquah, WA 98027

Dear Mr. Brock,

Subj: Still More Comments on the SE Bypass Draft EIS

I was asked to re-direct these comments to you for inclusion in the Final EIS.

Thank you,

John MacDuff  
620 SE Bush St  
Issaquah, WA 98027

---

Subj: [bypass] Comments on Draft EIS, June 2000  
Date: 7/5/2000 10:44:53 AM Pacific Daylight Time  
From: johntty@aol.com  
Reply-to: bypass@egroups.com  
To: pamf@ci.issaquah.wa.us  
CC: mayor@ci.issaquah.wa.us, citycouncil@ci.issaquah.wa.us, bypass@egroups.com

Pam,

In the Draft EIS dated June 2000, in Chapter 1- Need, poor safety on the East Bound off-Ramp from I-90 to Front Street is listed as a problem that can be solved by a new bypass. I think this is misleading.

The problem is the lack of queueing space for cars leaving the freeway. The real solution to the safety problem is a much longer off-ramp to hold these cars away from the lanes of traffic on I-90.

Actually, most of this traffic is bound north and has nothing to do with congestion in downtown Issaquah. It will be helped most by the Sunset Interchange and the South Spar which are projects that have nothing to do with any "need" for a bypass.

I think it should be deleted from the EIS.

John MacDuff  
Issaquah WA

620 SE Bush St  
206-989-9761



Bob Brock  
Public Works Director  
City of Issaquah  
1775 12th Ave NW  
Issaquah, WA 98027

Dear Mr. Brock,

Subj: Comments on the SE Bypass Draft EIS

I was asked to re-direct these comments to you for inclusion in the Final EIS.

Thank you,

John MacDuff  
620 SE Bush St  
Issaquah, WA 98027

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Subj: [bypass] Comments on the SE Bypass Draft EIS  
Date: 7/6/2000 2:15:38 PM Pacific Daylight Time  
From: johntty@aol.com  
Reply-to: bypass@egroups.com  
To: pamf@ci.issaquah.wa.us  
CC: mayor@ci.issaquah.wa.us, citycouncil@ci.issaquah.wa.us, bypass@egroups.com

Pam,

In reading through the DEIS dated June 2000, I noticed that there are 3 laws or regulations which need an exception in order to build a bypass. These are laws that are in place to protect us or the environment from damage due to development. They are:

1. State Ecology - Shoreline Substantial Development, Conditional Use and Variance Permit
2. King County - Ordinance prohibiting development in Sensitive Areas
3. City of Issaquah - Ordinance prohibiting development in Critical Areas

Are we sure we really want to make these exceptions? These ordinances and regulations were not developed without much forethought and exceptions should not taken lightly. Remember, it is a one-way street. There is no way to go back if a mistake is made. We will have to live with it forever.

Thank you,

John MacDuff  
Issaquah WA  
620 SE Bush St  
206-989-9761

Subj: **Comments on the SE Bypass DEIS, June 2000**

Date: 7/7/2000

To: bobb@ci.washington.wa.us

CC: mayor@ci.issaquah.wa.us

CC: citycouncil@ci.issaquah.wa.us, bypass@egroups.com

TO: Bob Brock  
Public Works Director  
City of Issaquah  
1775 12th Ave NW  
Issaquah, WA 98027

Dear Mr. Brock,

In looking through the SE Bypass Draft EIS, I was surprised to find in chapter 5 that the only comments were those from the June 6th Round Table meeting or after. All of the comments made previously over the last 4 years were condensed into a table which is only a log of comments reduced to a few words summary in some cases and reduced to the authors name and date in others with no indication of what the comment was.

I do not think that is a fair treatment of all those comments. Shouldn't they really all be there? Some of the comments are important and all of them are part of the complete record of the development of the EIS.

**John MacDuff**  
Issaquah WA

620 SE Bush St  
206-989-9761

**John MacDuff**

---

**From:** "John MacDuff" <johnntty@hotmail.com>  
**To:** "Bob Brock" <bobb@ci.washington.wa.us>  
**Cc:** "Mayor Ava Frisinger" <mayor@ci.issaquah.wa.us>; "Bypass Egroup" <bypass@egroups.com>;  
"Issaquah CityCouncil" <citycouncil@ci.issaquah.wa.us>  
**Sent:** Wednesday, July 19, 2000 6:07 PM  
**Subject:** Comments on the SE Bypass DEIS, June 2000

TO: Bob Brock  
Public Works Director  
City of Issaquah  
1775 12th Ave NW  
Issaquah, WA 98027

Dear Mr. Brock,

After reading the Draft EIS for the Southeast Bypass, it occurred to me that a very important alternative was completely overlooked and not included even at the very beginning of the process. This route is a natural, carries many cars today, and I understand that the State has plans already to widen this route to make it capable of handling even more cars. This is Highway 18.

When I have asked before about alternatives not considered, often the response has been, "It's outside the study area." If that is your answer, then I challenge that decision as outrageous and extremely flawed. We know from test runs, that this route is as much as 20 minutes FASTER and only 7 miles longer than the Hobart Road between Highway 18 / Hobart Rd and Front Street / I-90. This route only requires prioritizing the widening of Highway 18 to get that done sooner, and educating the driving public that it is a quicker route!

I would challenge you to add this alternative (widened to 4 lanes) and with an educated public and see what that does to traffic congestion in Downtown Issaquah. Some may argue that you can't get people to change. I think a few incentives may help here. Like dropping the speed limit on the Hobart Road to 35 MPH to discourage anything but local access. Adding traffic lights or 4-way stop signs at several intersections to further slow and discourage pass-through traffic.

I will understand why doing this may be repulsive to you and the Public Works Department, since it takes away future work, but I think you have a moral and ethical responsibility to the citizens of Issaquah to study this. Think of the other City projects that would get done with the savings.

John MacDuff  
Downtown Issaquah

620 SE Bush St  
206-989-9761

7/19/2

July 27, 2000

Jerry Alb, Director Environmental Services  
Washington State DOT Environmental Affairs Office  
PO Box 47331  
Olympia, WA 98504

Robert Brock, Public Works Director  
City of Issaquah  
PO Box 1307  
Issaquah, WA 98027

Don Peterson  
Federal Highway Administration  
711 S. Capitol Wy. #501  
Olympia, WA 98501

Ron Paananen  
King Co. Engineering Services  
201 S. Jackson St.  
Seattle, WA 98104-3856

Dear Gentlemen:

I have grave concerns for impacts to Issaquah School District due to the proposed SE Issaquah Bypass. Upon reading the Draft Environmental Impact Statement, I am alarmed at the absence of descriptions of impacts on our schools and any proposed mitigations.

I share the concerns expressed by Board President Mary Scott at the June 6, 2000 Roundtable Discussion. Noise will increase significantly, air quality will decrease, access will be denied to the Tiger Mt. natural learning environment and athletic training paths, and athletic events could be impacted. With heavy trucks allowed on the Bypass, these concerns multiply.

The DEIS summary, page S-8 & 9, indicates that air quality would not be significantly impacted, therefore mitigation would not be required.

Pages 4-14 to 4-19 report that noise levels at Clark Elementary would increase ten-fold, from 47 to 57 dBA, and noise levels at Issaquah High would increase by 18 & 19 dBA, from 44/45 to 58/63 dBA. We believe these figures are understated in that they do not factor in up to 1000 trips by heavy trucks, including reintroduced garbage trucks. Even so, noise barriers were not considered feasible except with Alternatives 1 & 2. Mitigations such as traffic-control measures, land buffers, realigning the roadway and insulating the buildings were considered but not found feasible.

Further, pages S-18 & 19 state that this proposed project would involve "encroachment on Issaquah High School and Clark Elementary (no mention of Tiger Mt. High School), ... access disruptions in the southern project area read: southbound school bus routes)... The proposed roadway centerline would be approximately 380 to 775 feet from Clark, 90 to 900 feet from IHS (depending on alternative chosen)," and "Mitigation would not be required" for any of these.

"outdoor school activities could be limited, especially athletic fields during different construction phases....Traffic congestion also could occur near schools in the afternoon when classes end. Travel disruptions and delays for residents and school buses would occur depending on truck route selection and associated schedules." But, no mitigations are suggested! (DEIS, page 4-180)

Frankly, these are about the only references made to schools' concerns in the entire 3-inch-thick document.

I would like to emphasize the concerns of IHS teachers, Jay Radmer and Karla Craig. Concerns that the encased hallways would create (sound) wave guides which would intensify rather than disperse traffic noise and that increased noise levels would impede student learning as well as increase student agitation are serious indeed and merit further investigation. Mitigation would be absolutely necessary.

The District spends over \$300,000 a year in transit delays. What causes those delays? Traffic studies for the DEIS found that congestion was caused by a combination of pass-through commuter traffic, school-related traffic (school buses, parents driving students, and students driving themselves), and local trips within a geographically restricted valley with only one north-south route. Clearly, vehicle trips need to be diminished, not increased, as the SE Bypass would encourage.

Local trips can decrease with options for alternative transit—buses, bicycles and walkers. However, until the City of Issaquah makes major routes and arterials accessible and safe for these options, people will stay in their cars.

Commuter traffic can be controlled without building a new road that will attract even more vehicles.

- Construction of the I-90 Interchange and North and South SPARs will mitigate some of the current congestion without need for a SE Bypass.
- Commuter traffic could be managed with signage on Issaquah-Hobart Rd. and SR18, at the south end, and I-90 to the north indicating faster commutes using SR18 to I-90 and the reverse.
- Accelerating build out of SR18 to 4-lanes, as planned, will entice commuters to that route.
- Issaquah-Hobart Rd. could be metered at SR18, and Front St. could be metered at I-90.
- A long-term, inevitable alternative will be METRO routes with Park & Ride facilities in the Issaquah-Hobart corridor.

School-related trips are a primary reason for school bus delays (witness the immediate relief to congestion during school holidays) and could be controlled with several measures:

- Incentives could be provided for students who ride school buses or bikes, or walk, to discourage parent drop offs and pick ups.
- Activity buses could be available daily to all routes.
- High schools could restrict parking to students with demonstrated need (e.g., before school activities, after school jobs, classes at other schools).
- Street parking near schools could be prohibited.
- Buses could be housed at satellite locations to the north and south of the District.

Please consider the most compelling argument against the proposed Bypass: It wouldn't work!

- Three years after completion, congestion at Front St. at I-90 would be back to its current "F" rating. (DEIS pages 2-32 & 2-33.)
- With school buses, parents and students choosing to use the Bypass, Front St. at 2<sup>nd</sup> would be gridlocked.
- With speeds of only 35 mph and allowing for deceleration at 3 lights, buses would again be backed up and waiting in traffic, this time on the new road.
- Issaquah-Hobart Rd. would experience increased traffic with no increase in capacity, endangering children as they would enter and leave school buses.

What would we have accomplished?

- Destruction of learning environments for our children at 3 schools.
- Irreparable damage to the character of historic, small-town Issaquah.

Please consider these concerns and solutions as part of the Final EIS.

Sincerely,

*Carrie Baisch*  
CARRIE BAISCH  
10010 - 238<sup>th</sup> WAY SE  
ISSAQUAH, WA 98027

**Carolyn Sygitowicz**

---

**From:** Shalomaloha@aol.com  
**Sent:** Saturday, July 22, 2000 12:25 PM  
**To:** mayor@ci.issaquah.wa.us  
**Subject:** Vote NO on Issaquah SE bypass!

*cc: Bob Brock*

Dear Mayor Frisinger:

Please vote NO on the Issaquah SE bypass! As a former supporter of this project, I'm appalled by the cost, noise, pollution and other problems that will be caused by what this once-simple idea has become. As currently designed, this project benefits almost NOBODY in Issaquah.

Please show some leadership and help get rid of this wasteful, noisy, polluting monstrosity.

Steve Gordon

Bob Brock  
Public Works Director  
City of Issaquah  
1775 12th Ave NW  
Issaquah, WA 98027

07/24/00

Dear Mr. Brock:

As a 28 year resident of King County just south of the Issaquah City limits, I have followed the 'progress' of the idea of a bypass with more than casual interest. I believe the current City Council is attempting to answer the question: "How best can we [temporarily] reduce the traffic congestion in the City of Issaquah?" The City Council has been supplied information in the form of "Access Studies" since 1989 that have supplied copious data to address this question, when I would contend that the real question would be better stated as:

"How can the City of Issaquah participate in a regional solution to our regional traffic congestion problems?"

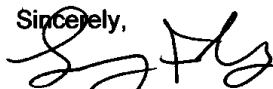
Instead, the Council has been subjected to the dilemma of selecting one piece-meal fix from a selection of piece-meal fixes. How did this come about? Each of the studies quoted in the Draft EIS met their designated purpose; none of which was to examine, or propose solutions to, the regional problem.

The 1989 study by Parsons Brinckerhoff was designed to support the Issaquah sub-area, focused on I-90 interactions. The study by the same group in 1997 named it's top two goals as to serve the then-proposed Sunset Interchange, and "bypass the City of Issaquah central business district". It would appear that any regional alternatives were ground-ruled out because the traffic model "assumes the incorporation of TDM [Traffic Demand Management] measures". (page 8 of the Alternatives Appendix). The summary goes on to describe how any actions that can "reasonably expected to occur" will not have the same effect as a proposed bypass. Based on narrow criteria such as these, 8 of the 9 alternatives were rejected, leaving only the Front Street to Sunset corridor to be further investigated.

It would appear that no serious, regional study has been supported by the City of Issaquah. The solution to Issaquah's traffic congestion problems lies outside the City. If the City chose to devote the same amount of energy and funds in the development of regional alternatives that Issaquah could then participate in, I am certain truly useful, long-term solutions could be found. On the present path, choosing the least onerous of the too-narrow alternatives will give short-term relief at best, and long-lasting political and economic repercussions at worst. What voting populace will follow the leaders that so blithely lead them down this present path?

The Draft EIS for the Southeast Issaquah Bypass therefore fails to consider the effectiveness of the proposed alternatives in the context of a regional solution. This makes any of the build alternatives inferior to the no-build alternative. Please reconsider a regional approach.

Sincerely,



Larry Franks  
24001 SE 103rd St.  
Issaquah, WA 98027

Cc: via e-mail, same date

Jerry Alb, Director Environmental Services  
Washington State Department of Transportation  
Environmental Affairs Office  
P.O. Box 47331  
Olympia, WA 98504

Don Peterson  
Federal Highway Administration  
711 South Capitol Way, Suite 501  
Olympia, WA 98501

Ron Paananen  
King County Engineering Services  
201 S. Jackson Street  
Seattle, WA 98104-3856

590 NE Alder  
Issaquah, WA 98027  
425 392 6215  
August 1, 2000

Mr. Bob Brock, Director  
Public Works  
City of Issaquah  
Issaquah, WA 98027

Dear Mr. Brock:

As I was unable to attend the meeting last night concerning the proposed overpass, I wish to have this added to the comments.

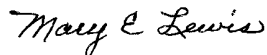
I am opposed to the overpass because of the possible consequences to Issaquah's water supply. I have witnessed what happened to my daughter's property at 865 Highwood Dr. SW, Issaquah, when Forest Rim was built.

1. She has had increased water in her garden from run off and it has destroyed nearly half of her back garden's lawn.
2. Her basement has had leaks and the carpet has had to be replaced.
3. It has been necessary for her to install a French drain around her property to keep the water from coming inside the basement as well as causing further water damage to the gardens.

I feel certain that this project will do the same to others living in the affected area as well as damage the quality of our drinking water and also cause run off to damage the quality of water in Issaquah Creek.

Because of potential damage to the supply and quality of water in Issaquah, I am OPPOSED to the proposed bypass.

Sincerely,



Mary E. Lewis

275 NW Cherry Pl.  
Issaquah, WA 98027-3252  
425 392 6589  
July 17, 2000

Mr. Bob Brock  
Public Works Director  
Issaquah Public Works  
1775 12th Ave. NW  
Issaquah, WA 98027

Dear Bob:

I oppose the proposed bypass because of the potential for increased noise pollution.

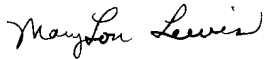
My house at 865 Highwood Dr., Squak Mountain, is no longer the pleasant place to live in that it once was. From my deck facing east, the noise of I-90 makes it almost impossible during the summer to hold a conversation while sitting there. My bedroom windows faced west and I could not have them open because of the noise which bounced in. As a 20 year resident of that address, I am appalled at the increase in sound.

If the entire project could be covered as on Mercer Island, I would not be so reluctant about this proposed project. However, I have been told that this is impossible because of the additional cost. Therefore, I oppose this project.

What surprises me is that my house at 275 NW Cherry Place is more quiet than the house on Squak Mountain. That seems to be because I am again on the floor of the valley and do not receive the bouncing sound waves as I did at 865.

Please keep the noise factor in mind as you receive input for this project. Cover it over or eliminate it! Thank you.

Sincerely,

  
MaryLou Lewis

Please include this in the response to the EIS as I was unable to attend the meeting on Tuesday. Thanks



Gordon Burdick, M. D.  
4014 220th PI S E  
Issaquah, WA 98029

July 15, 2000

Mr. Robert Brock, Public Works  
P O Box 1307  
Issaquah, WA 98017

Dear Mr. Brock

We strongly support the construction of the SE Bypass designed to relieve the horrible congestion on Front Street. We disagree with some good friend who formed the "Issaquah Environmental Council" who argue for the status quo.

The present traffic gridlock on Front Street can only get worse, and will soon ruin the old downtown, and drive the remaining small businesses elsewhere. To say letting things get worse will drive people to busses and car pooling is wishful thinking. It just doesn't work that way.

Sincerely,

*Gordon & Annal Burdick*

15053 253 Ave SE  
Issaquah, WA 98027

## BYPASS

Over the last few weeks, there have been a number of letters and political announcements voicing negative views relative to the South Bypass. This letters stem from a minority of people, who will be at the "open mic" meeting scheduled for August 1<sup>st</sup> in force. Will anyone show up who lives in Issaquah proper, a Front Street merchant, an informed citizen or someone who lives in 98027 but outside of Issaquah who is prepared to speak for the bypass? The minority will make every attempt to monopolize the microphone thus making it appear the majority doesn't want the bypass.

Some facts worth reviewing-

WSDOT will take at least another 6-10 yrs to complete the widening of SR 18 at some unknown cost. To improve, SR 900 and the May Valley/Issaquah road will cost in excess of \$150 million to say nothing about impact on streams and wetlands along this route.

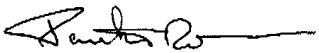
There is no evidence that the garbage trucks will return to the south thoroughfare. The existing city ordinance can be easily amended to control this aspect.

Whether the bypass is built or not, taxes will continue to go up as the assessed valuation go up annually. The County Executive and County Councilor of the District and taxing entities will continue to spend our money unabated. Mr. Sims alone is proposing to increase the county sales tax in attempt to improve transportation.

The air and noise pollution on Front will continue. The school buses will continue to belch out clouds of obnoxious black smoke in ever increasing quantities. Homes on septic tanks will continue to pollute the aquifer even though there is a sewer main nearby.

Finally, where was the Issaquah Environmental Council when the water pipeline, which will cross the Issaquah Creek as well as impact wetlands as well, was approved for the Port Blakely Company? Could it be all that growth up on the south end of the plateau that has caused the North Fork to dry up? Or is the IEC a group of NIMBYs who chose to make the bypass an issue.

**BUILD THE BYPASS**, the traffic is already here and will only get worse due to continue growth, greed of the developers and the desire of our elected officials to get more of OUR MONEY.



Paul D. Roberts  
425.392.0364

**Pam Fox**

---

**From:** Bob Brock  
**Sent:** Wednesday, August 02, 2000 7:28 AM  
**To:** Pam Fox  
**Subject:** FW: Southeast Bypass

-----Original Message-----

**From:** Carolyn Sygitowicz  
**Sent:** Tuesday, August 01, 2000 3:56 PM  
**To:** Bob Brock  
**Subject:** FW: Southeast Bypass

-----Original Message-----

**From:** Loren Campbell [mailto:Loren@Barclay-Dean.com]  
**Sent:** Tuesday, August 01, 2000 3:25 PM  
**To:** 'mayor@ci.issaquah.wa.us'  
**Subject:** Southeast Bypass

Ms. Frisinger-

When I moved to Issaquah in 1992 it still had some of the qualities of a quaint, small town. Indeed, those qualities drew me here and have kept me in my 30 year old house on Squak mountain. I am sad to say that I find the current direction of the city is disturbing. We have a recently completed courthouse/city hall that was horrifically over budget and has already been declared "too small". We are working our way through a debacle of a library project that has yet to be completed and has already been discussed as "too small" and "unexpandable".

New, luxurious, palatial schools are built on the plateau, while some schools in "Old Issaquah" are so bad that parents routinely lie about their home address so that their children will be allowed to go elsewhere in the system.

Huge strip malls have sprouted like noxious weeds. We've allowed them to be built on large amounts of fill, ruining the flood plain of the lower valley and causing numerous "fifty year" floods in the last ten years. Businesses and homeowners in the original, lower areas have been flooded over and over because we've effectively reduced the flood plain by how much? Fifty percent seems like a very conservative number.

We are running out of potable water. Recently I read that we will soon be buying water from the City of Seattle and that the best place for the line to carry that water is through wetlands and a state park. I don't want chlorinated Seattle water and I don't want the line running through a wetland.

And of course, the traffic. In 1992 I moved to an apartment in Klahanie. It took me less than ten minutes to reach exit 17. By the time I left the Plateau for Squak Mountain in 1993 (less than one year later) it took a minimum of 20 minutes and frequently more than 30. I now avoid all Issaquah interchanges except for exit 18. The intersection of Gilman Boulevard and State Route 900 is routinely (as in all times of day) backed up so much that it takes 4-6 cycles of the light to get through. And yet you recently approved a very large development on SR-900 that will dump hundreds more cars onto this already overcrowded area.

And now someone has convinced the city government that the solution to downtown traffic is to build the "Southeast Bypass".

I am not a traffic or city planning expert. And I do not think it takes an expert to realize that this project will not solve the problem of traffic on Front Street. Take a look at Highway 18 in the morning and check out all the cars already avoiding Issaquah. Adding a third arterial and second freeway in this residential, school, and environmentally sensitive area will only encourage more residential growth in the areas that are causing the problem now. And if you think it is not obvious that the "Bypass" is just the first step toward a multi-lane divided highway, well, your citizens are just not that ignorant. The next step will be to widen and "improve" Issaquah-

8/2/2000

Hobart road all the way to Highway 18.

Please, as your constituent, I beg you to reconsider this drastic and irrevocable decision. I don't want the neighborhoods destroyed. I don't want the wetlands destroyed. I don't want the noise, the trucks, the traffic, the eyesore. And most of all, I don't want my quaint little adopted home town to look any more like Factoria than it already does. Go back to our Federal, State, and County governments and ask them to use the money to complete construction on Highway 18 instead. And be aware that I am a regular voter and that my future choices will be directly influenced by your position on this issue.

More, bigger, and faster is not always better.

Sincerely-

Loren Campbell

August 1, 2000

Robert Brock, Public Works Director  
City of Issaquah  
P.O. Box 1307  
Issaquah, WA 98027

Don Peterson  
Federal Highway Administration  
711 South Capitol Way, Suite 501  
Olympia, WA 98501

Jerry Alb, Director Environmental Services  
Washington State Department of Transportation  
Environmental Affairs Office  
P.O. Box 47331  
Olympia, WA 98504

Ron Paananen  
King County Engineering Services  
201 S. Jackson Street  
Seattle, WA 98104-3856

Dear Mr. Brock, Mr. Alb, Mr. Peterson, Mr. Paananen:

The Draft EIS for the SE Issaquah Bypass does not address ALL possible alternatives, nor a combination of any of them. One alternative is NOT the solution. The Draft EIS also does not address all of the possible impacts.

What is the cause of Issaquah's traffic congestion? Traffic studies for the DEIS found that congestion was caused by a combination of pass-through commuter traffic, school-related traffic (school buses, parents transporting students, and students driving themselves), and local trips within a geographically restricted valley with only one north-south route. Clearly, vehicle trips need to be diminished, not increased, as the SE Bypass would encourage.

No one alternative will solve Issaquah's traffic problem. The solution must be a combination of regional & local approaches. The DEIS did not consider a combination of NO BUILD alternatives—which is the only way this problem will be dealt with in the long term. The following alternatives need to be examined as one alternative:

Local trips can decrease with options for alternative transit—buses, bicycles and walkers. However, the City of Issaquah must make major routes and arterials accessible and safe for these options, so people will get out of their cars.

Commuter traffic can be controlled without building a new road that will attract even more vehicles.

- Construction of the I-90 Interchange and North and South SPARs will mitigate some of the current congestion without need for a Bypass.
- Commuter traffic could be managed with signage on Issaquah-Hobart Rd. and SR18, at the south end, and I-90 to the north indicating faster commutes using SR18 to I-90 and the reverse.
- Accelerating build out of SR18 to 4-lanes, as planned, will entice commuters to that route.
- Issaquah-Hobart Rd. could be metered at SR18, and Front St. could be metered at I-90.
- A long-term, complementary, inevitable no-build alternative would be to bring METRO routes with Park & Ride facilities through the Issaquah-Hobart corridor.

School-related trips are a primary reason for school bus delays (witness the immediate relief to congestion during school holidays) and could be controlled with several measures:

- Incentives could be provided for students who ride school buses or bikes, or walk, to discourage parent drop offs and pick ups.
- Activity buses could be available daily to all routes.
- High schools could restrict parking to students with demonstrated need (e.g., before school activities, after school jobs, classes at other schools).
- Street parking near schools could be prohibited.
- Buses could be housed at satellite locations to the north and south of the District.

Please consider the most compelling argument against the proposed Bypass: It wouldn't work!

- Three years after completion, congestion at Front St. at I-90 would be back to its current "F" rating. (DEIS pages 2-32 & 2-33.)
- With speeds of only 35 mph and allowing for deceleration at 3 lights, traffic would again be backed up and waiting, this time on the new road.
- SE Bypass would not be a true bypass. A true bypass has limited access, increased speed. Three stoplights within 1.5 miles makes this just another arterial.

- With school buses, parents and students choosing to use the Bypass, Front St. at 2<sup>nd</sup> would become gridlocked before and after school. I didn't find this addressed in the DEIS.
- Issaquah-Hobart Rd. would experience increased traffic with no increase in capacity. In the morning, more commuters would take Issaquah-Hobart, anticipating that the Bypass would move traffic more quickly. In the evening commute, 5 lanes of the Bypass would merge with 3 from Front St. into the existing 2 on Issaquah-Hobart Rd. DEIS managers claim that with this road already at capacity, traffic can get no worse. However, addition of truck traffic and more commuters extending the peak hours would cause safety lapses and incidents of road rage as well as endangering children as they would enter and leave school buses.

I'd like to repeat for the Final EIS Harris Atkins' questions posed to the City Council:

"As increased growth to the south & north of us begins to cause back-ups on the Bypass, traffic diverts to Front St. or Newport & we find ourselves no better off than we do today....It would seem that the primary benefit of the Bypass would be for the non-city residents living to the south of us ...or Sammamish citizens heading south.

"How do the traffic levels on Front St between Sunset Way & I-90 at time of build-out of the Bypass & all currently vested development compare with today's traffic levels, ie. What can we hope to achieve & for how long?

"What steps could be taken in addition to the Bypass that would keep commuter traffic from clogging Front St., eg, traffic management, circulation alterations?

"Is the City's share in the costs of the Bypass commensurate with the benefits afforded to City residents?

"Given the level of background commuter traffic that we are anticipating, are there ways to improve our internal circulation with the City's capital dollars we are expecting to spend on the Bypass?"

The City of Issaquah potentially has much to lose from this project. How can we teach our children respect for their environment and conservation of resources (so that we can apply them elsewhere!) if we ourselves choose a narrow, short-term solution to our traffic problem, dealing with the symptoms but not the cause?

Finally, this proposed project would have ramifications outside of Issaquah that the DEIS did not address:

- As noted above, the congestion would merely be moved one mile into the county. The DEIS does not address impacts to the residents of Issaquah-Hobart Rd. or the neighborhood on 238<sup>th</sup> Way SE where the proposed bypass merges with Issaquah-Hobart Rd. These impacts need to be clearly stated in the Final EIS.
- According to the DEIS, trailheads on Tiger Mt. would be destroyed in the construction phase and relocated. The DEIS does not indicate what temporary measures would be take to provide access during construction, nor does it indicate to where the trailheads would be relocated and when that would be completed.
- The DEIS notes that Tributary 0199 (also known as Kees Creek), which runs off Tiger Mt., under 238<sup>th</sup> Way SE & Issaquah-Hobart Rd, would be relocated and culverted. This salmon-bearing stream which merges with Issaquah Creek would be irreparably harmed, which could cause flooding and loss of salmon habitat and must be addressed in the Final EIS.

Please consider a combination of local and regional approaches to addressing Issaquah's traffic congestion rather than a new road.

Sincerely,

Barbara Shelton  
23851 SE 98<sup>th</sup> Pl  
Issaquah, WA 98027  
425-557-5502  
sheltons@wolffnet.com

530 SE Bush Street  
Issaquah WA 98027-3911  
August 1, 2000

Robert Brock, Public Works Director  
Issaquah Public Works Department  
1775 12<sup>th</sup> Avenue NE  
Issaquah, WA 98027

Dear Mr. Brock:

The Southeast Issaquah Bypass DEIS refers to a proposed roadway along the east side of Issaquah, Washington. The locations of the alternative routes of this roadway are not marked on the ground. It is, therefore, impossible for the public, much less the decision-makers, to properly evaluate the various alternatives.

The centerline, grade, and clearing limits must be marked on the ground; and the authors and principal contributors to this project must reconfirm that their observations and conclusions are still accurate. The comment period for the DEIS must be extended a minimum of 45 days beyond the date that this work is completed to allow proper evaluation of this DEIS.

The DEIS states on page 4-86 that "the extent and magnitude of impacts on wildlife and vegetation that would result from the Southeast Issaquah Bypass would not be significant because extensive habitat disturbance has already occurred in the project area." It is explained that lawns, domination by nonnative shrubs, primitive roads, trails, and the proximity of urban development have all contributed to an overall loss of wildlife habitat throughout large portions of the project area. This seems to imply that the area is already devastated, so a four-lane highway would not cause additional damage. This simply isn't true. Deer, bear and numerous species of birds have been observed in my neighborhood. The project area for the most part provides a rich ecotone for wildlife.

Under Visual Quality in the DEIS, the second paragraph on page 4-147 states that "The existing views are dominated by forested conditions throughout the proposed project corridor." Which is it? It appears that the wildlife consultants and visual quality consultants were looking at different properties. This points up the need for road locations and clearing limits to be marked on the ground.

On Page 4-86, the statement is made that additional impacts (to habitat) are summarized in the Final EIS for the I-90-S. Sammamish Plateau Access Road and Sunset Interchange Modifications (FWHA, 1999). Is that document part of this DEIS? If the material is germane, why isn't it in this DEIS? Are the two stand-alone projects?

The right-of-way clearing will change the wind patterns in the area increasing the possibility of the remaining trees blowing down creating a safety hazard to drivers, bikers and hikers and perhaps nearby homes. Such an occurrence may also lead to increased mass movement of soils and additional hazards to those in the landslide area. It would also change the visual quality analysis. Douglas-fir is the primary species in the project area. It is shallow-rooted and susceptible to windthrow, especially if an area is opened up through clearing and stand edges are exposed. Additional analysis is required to evaluate these factors.

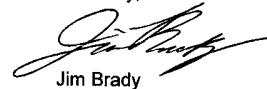
Robert Brock, August 1, 2000

Page 2

The freedom of a natural connection to the Issaquah Lake Tradition Watershed is a cultural resource that has not been considered in the DEIS. This access is a priceless asset of the citizens of Issaquah that will be destroyed by the construction of the Southeast Bypass.

I recommend that you select Alternative 7, the No Action alternative.

Sincerely,



Jim Brady



CITY OF ISSAQUAH  
SOUTHEAST ISSAQUAH  
BYPASS

## COMMENT FORM

Draft Environmental Impact Statement Public Hearing • August 1, 2000

Welcome to the Southeast Issaquah Bypass Draft Environmental Impact Statement (EIS) Public Hearing and Open House, sponsored by the City of Issaquah in cooperation with King County and the Washington State Department of Transportation.

You are encouraged to review the Draft and offer your comments on its adequacy and completeness for inclusion in the Final EIS. At today's Project Public Hearing and Open House, individuals may view project displays and talk informally with project team members as well as submit testimony to a court reporter. Written comments and letters may be turned in at today's Public Hearing or mailed to Bob Brock, Public Works Director, City of Issaquah, PO Box 1307, Issaquah, WA 98027. **For your comments to be considered in the development of the final environmental impact statement for this project, they must be received by August 15, 2000.** All comments received during the comment period will be considered. **Verbal and written comments are given equal consideration.**

### SE Issaquah Bypass Draft Environmental Impact Statement Comments

I don't believe that the "bypass" will lessen the major transportation issues facing Issaquah in the future, since it will continue to be the service center for increased development all around it. Short-term, the commuters through downtown Front Street at the peak commuter times. Over time, the pressure will build up on Hobart, and necessitate making it a more major thoroughway, all for the sake of the commuters. Meanwhile, Issaquah residents will continue to struggle to get around town at peak hours - maybe it will be lunch time for the office workers or SATURDAY for the shoppers.

Specifically, I am very concerned about pollution (has anyone really mitigated the exhaust of garbage trucks stopping & starting at all these lights on the bypass?) Also, the noise levels will affect the entire valley, not just the

OVER PLEASE.....

local neighborhoods.

We don't have an obligation to provide a speedy way to get to work.

NO BYPASS!

Robert Brock, Public Works Director  
City of Issaquah  
Public Works Department  
1775 12<sup>th</sup> Avenue NE  
Issaquah, Washington 98027

July 28, 2000

Dear Mr. Brock

RE: Comments, Draft Environmental Impact Statement South East Bypass

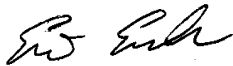
Attached are 5 pages of my comments and issues that need to be addressed before issuance of the Final Environmental Impact Statement.

Issues include:

- Floodplain and flood flows
- Storm water runoff detention ponds
- Salmon Habitat in tributary 0199
- Sound levels within project boundary and in Valley south of project
- Traffic safety and volume projections
- Effect of this project on the Issaquah Hobart Road
- Garbage and Leachate spillage from Garbage trucks

A formal response to these issues is requested.

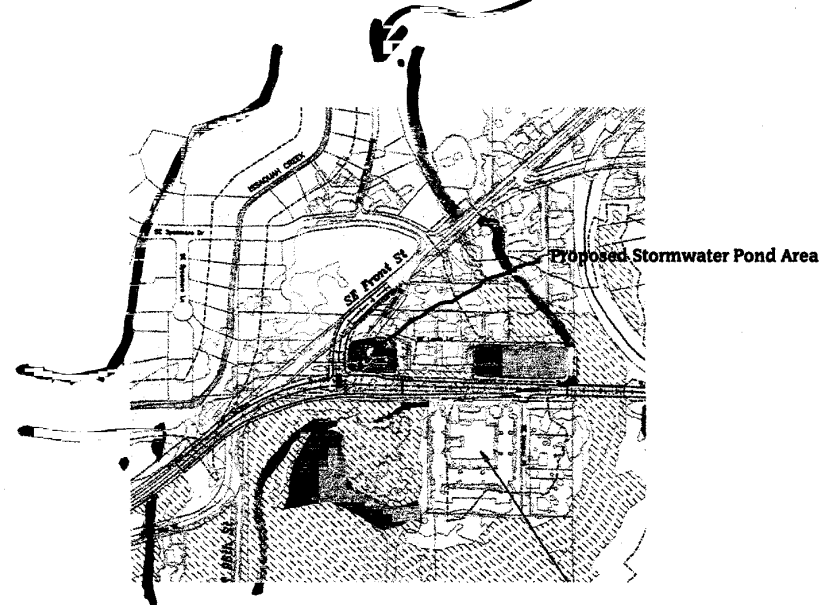
Thank you for the opportunity to review and comment on this project.



Eric Erickson  
13040 189<sup>th</sup> Ave. SE  
Renton, Washington 98059

Draft EIS SE Bypass--- Comments By Eric Erickson  
South A alignment  
Flood Issues

Sheet Flow Flood Plain Boundary- 1950, 1986, 1990, 1990 and 1996  
as well as other events exceeding  
10 year flood event level

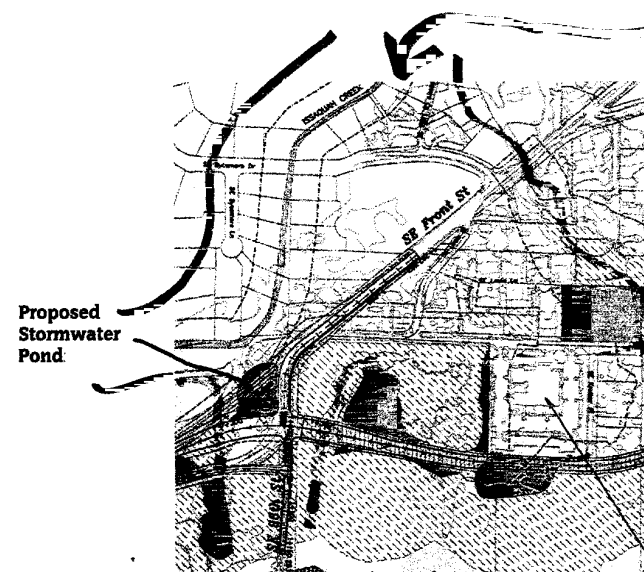


1. During all flood events exceeding 10 year event sheet flows from both the main stream Issaquah Creek and tributary 0199 flow throughout the outlined sheet flow boundary. depending on location depths range from one to eight feet above existing ground levels.
  2. Flood flows from both main stream and 0199 flow across existing Front Street South, 6th Ave. SE, SE Lewis St, SE Lewis Lane and SE 98th st. Depths range from 1 to 2 feet during 1986, 1990, 1990 & 1996 events. Much deeper in 1950 event.
  3. During average rainfall winter months (November-April) groundwater levels are at surface or slightly below.
- PROPOSED MITIGATION DOES NOT MITIGATE FLOOD PLAIN AND STORMWATER CONDITIONS CAUSED BY THIS PROJECT FOR THE FOLLOWING REASONS:**  
A. Proposed Stormwater pond would have to be elevated and road runoff pumped to it because of item 3 above.

Continued next page

- B. Proposed Storm water Pond Displaces existing flood flow areas and no mitigation area exists in the sheet flow boundary area because of 1 and 2 above.
- C. If proposed storm water pond is constructed at or below existing grade no road runoff storage volume will be available during winter months and flood conditions because of 1 and 3 above.
- D. No Overflow or drain area exists for proposed storm water pond during winter months because of 1, 2 and 3 above.
- E. Construction of new roadways on 6<sup>th</sup> SE, and SE Front at any grade above the existing grades will divert sheet flood flows to the area west of Front Street resulting in much higher flood levels to properties and homes in the area from SE 96<sup>th</sup> North to the end of Sycamore Creek Lane SE. This will of course reduce flooding to properties and homes along Lewis St. and Lewis Lane. But how will you explain this to the property owners who receive increased flooding as a result of this project.
- F. Potential Flood Plain mitigation areas shown on the map either are already in the flood plain or the mitigation area is at such a low grade that removal of soil to allow for compensation makes the mitigation ineffective or are on they wrong side of the new roadways so as to provide no effective mitigation for those properties receiving the diverted flood flows.
- G. The proposed Corps of Engineers breaching of the Dike in two places along the main stream creek east bank and construction of a secondary ditch through the Squak Valley Park Site will not provide any flood flow mitigation for the following reasons:
  1. the usable surface area east of the dike on the park site is less than 5 acres.
  2. during winter months when floods occur the ground water level is either above the existing ground levels or just below ground level
  3. excavation below existing grade will be filled with ground water during winter months so any available flood storage would only be above existing grade
  4. During the Issaquah Creek surface Water Basin study this site was evaluated for flood storage and ruled out because storage volume available was so small (ten to fifteen acre feet) that the site would be filled with flood waters from the main stream Issaquah Creek in a matter of minutes and therefore would be ineffective in reducing flood levels anywhere in the area during flood events that normally last a day or longer.
  5. The proposed construction of the secondary channel through the site also could result in the involuntary relocation of the main channel of Issaquah creek through this site resulting in the requirement for armoring the secondary channel, loss of fish habitat, and additional sedimentation downstream.
  6. The site is a future park site bought with park mitigation monies. The creek secondary diversion channel will substantially reduce the use of the site for park purposes. This would require additional park land acquisition mitigation.
- H. During all Flood events greater than 10 year events all of tributary 0199's water flows on to SE 96<sup>th</sup> St , then down 6<sup>th</sup> Ave SE and surrounding areas.  
(note this is not because of the current culvert sizes under Front St or 238<sup>th</sup> Way SE but due to the fact that the entrance opening in the dike where 0199's water enters the main stream of Issaquah Creek has a reverse flow due to water levels being higher in the main stream than 0199's channel top)  
No mitigation is proposed on how water from 0199 can be accommodated if road is constructed above existing street grades

Sheet Flow Flood Plain Boundary---1950, 1986, 1990, 1990 and 1996  
as well as other events exceeding  
10 year flood event level



1. During all flood events exceeding 10 year event, sheet flows from both the main stream Issaquah Creek and tributary 0199 flow throughout the outlined sheet flow boundary. Depending on location depths range from one to eight feet above existing ground levels.
  2. Flood flows from both main stream and 0199 flow across existing Front Steet and SE 96th St. and 238th Way SE
  3. During average rainfall winter months (November- April) Ground water Levels are at at surface or slightly below.
  4. Prior to about 1960 a pond 5 to 6 feet deep existed in the area bounded by Front St. SE 96th, 238th Way and tributary 0199. This pond contained logs, organic material and other woody materials. none of which were removed prior to being filled in circa 1960-61
- PROPOSED MITIGATION DOES NOT MITIGATE FLOOD AND STORMWATER CONDITIONS CAUSED BY THIS PROJECT FOR THE FOLLOWING REASONS:**

Continued next page



- A. Proposed storm water pond partially displaces existing sheet flood flow area from tributary 0199 and no mitigation area from displaced sheet flows are proposed. See items 1. & 2. Above.
- B. During average rainfall winter months (November- April) ground water levels are at existing ground surface levels or just below, there for no storage for proposed ground water pond exists.
- C. Tributary 0199 is a class 2 salmon bearing stream---use of extensions of existing culverts is not a mitigation that is allowed in that both of the existing culverts are not suitable for salmon passage under current design criteria.
- D. Due to the former pond and lack of removal of wood and organic material before filling of pond, bridging of the tributary may be the only option other than complete excavation and backfill with suitable materials this may also be the case northerly of SE 96<sup>th</sup> Street where organic material exist to some depth below existing ground levels. See # 4 above.
- E. Construction of the Front Street intersection at any grade above existing grade will cause displacement of sheet flood flows from main stream Issaquah Creek and from tributary 0199. This will result in flood water levels west of Front Street south being higher on those properties and homes. Although this will reduce flood levels on Lewis Street, Lewis Lane and 6<sup>th</sup> Ave SE. how do you explain that to those properties receiving increased flooding from this project.
- F. See Comments item G. South A alignment for use of Squak Valley Park--Corps of Engineers Proposal for flood mitigation
- G. No viable mitigation is proposed to contain surface water runoff from new road surface or all runoff would have to be pumped to above existing grade detention ponds even then if any of them are located in the sheet flood flow area no viable mitigation is proposed for receipt of the displaced flood waters.

#### Air Quality

- 1. Modeling projections fail to address the effect of the return of diesel trucks to the proposed bypass. Diesel emissions are greatest during acceleration from traffic signals and up grades both of which occur on this project. When trucks were previously allowed on Front Street S. about 150 passed on a 10 hour daylight periods.
- 2. All Alternatives fail to address Increases in pollutant levels south of the project area in the narrower valley corridor where impacts will be substantially greater.

#### Noise

- 1. All Alternatives fail to address Increases in Noise levels south of the project area in the narrower valley corridor where impacts will be substantially greater. Further no count is provided on how many homes will be effected south of the project.
- 2. The modeling may be substantially in error because actual site measurement readings used in the model (A,B, C, D, J, and M) ( E. & P. are some distance away) are all located at or below proposed roadway grades. This is further confirmed by the modeled site N which shows only a change from 66 to 67 between 1996 and 2015. This is in major error because site N is above roadway which is on an uphill grade in which both the return of trucks to this road and increased automobile traffic will substantially increase the noise levels

#### Traffic Volumes and Safety

- 1. Although this project is proported to reduce collisions on Front Street, which it may reduce the volume of collisions (primarily rear enders) due to the reduced number of signals (3 instead of 5) the severity of accidents will most likely be higher due to the higher average speeds between signals and the return of heavy trucks to the bypass. In addition the diverted traffic from SR 900 and new traffic volumes from Park Pointe and Issaquah Highlands on the bypass may actually cause an increase in accidents
- 2. The narrow two lane Issaquah Hobart Road with no shoulders between the south city limits and the Cedar Grove Road is already beyond design capacity. Any increase in volumes resulting from this project will result in additional accidents, additional delays and backups which now are rolling backups of about 4 miles in length north bound in the morning and south bound in the evening. The number of potential rear end collisions is evidenced by the number of tire skid marks on this section of road. For example on July 21, 2000 there were 29 separate skid marks resulting from emergency braking in the north bound section of this road. 5 of those skid marks crossed the center line, 6 of them were from dual tired vehicles, 1 resulted in the vehicle entering the ditch. Only two were at traffic signals. In that skid marks may be caused by various reasons, the probable causes on this piece of road are: wildlife crossing the road, left turns (no Left turn lane), following to close when traffic stops or slows ahead. The last two being the most likely causes. How many of the skid marks resulted in actual collisions is unknown but one vehicle left the road and rear end collisions are frequent most resulting from vehicles waiting to make left turns into the many driveways
- 3. Most importantly traffic volume data used in modeling future conditions is already outdated by Four or more years (1996 & 1994). In fact volumes may already exceed year 2005 projections for no build option.
- 4. In addition the return of heavy trucks to this route will add the equivalent of 5 vehicles for each truck. This equals 150 trucks times 5 passenger size vehicle per truck day equals 750 equivalent vehicles divided by 10 hour day equals 75 vehicles per hour

Traffic Continued

5. Further the Screenline 6 2005 no action vs 2005 full build option projects increases in the Issaquah Hobart Road traffic volumes of only 42 vehicles per peak hour North Bound (1265 to 1306) and only 31 vehicles per hour increase in peak hour southbound (2,256 to 2,287) south of the city limits. This is an absolute false projection in that the return of large trucks and their equivalent passenger vehicle volumes which travel during peak hours in both directions will exceed these projections just by themselves
6. Although the addition of the bypass will reduce volume vs capacity within the city limits, it will not reduce the volume vs capacity outside the city limits to the south. How do you propose to increase capacity of the Issaquah Hobart Road to meet this increased volume generated by the addition of the bypass.—NO MITIGATION IS IDENTIFIED TO ADDRESS THIS ISSUE. On the reverse side of this building more capacity within the city will only attract more volume with no increase in capacity outside of south city limits.
7. It is also true that building the bypass will divert southbound traffic that now travels SR 900 to May Valley Rd. then to the Issaquah Hobart Road, from the SR 900 off ramp to the new Sunset off ramp then south on the bypass and Issaquah Hobart Road. NO MITIGATION IS PROPOSED TO PREVENT THIS REDIRECTION OF TRAFFIC FROM I-90 and its resultant clogging of the Issaquah Hobart Rd. through its most environmentally sensitive area.
8. Growth within the City Limits especially that along the bypass (Park Pointe) and Issaquah Highlands will also cause substantial increases in traffic on the now beyond capacity Issaquah Hobart Road. NO MITIGATION IS PROPOSED TO PREVENT THIS ADDITIONAL VOLUME FROM DEVELOPMENT.
9. The effects of both 7 and 8 above make the increases in 5 above completely unrealistic even if trucks are banned as a mitigation measure.

Traffic Related,;

The report fails to address the spillage of garbage and leachate from the return of King County Garbage trucks to the Issaquah Hobart Road and the bypass and I-90

for example when the garbage trucks entered I-90 eastbound at Eastgate the first mile was littered with debris making it the most debris littered area on the Interstate in Washington. When the trucks stopped using this route the debris level declined to normal freeway volumes.

In addition when I lived and owned 600 feet of frontage on the Issaquah Hobart Road prior to the garbage trucks being banned from the road I picked up on average one residential garbage can a week full of debris mostly from the garbage trucks. And that was on my side of the road only.

Leachate was regularly running out the back of these trucks onto the road and into the ditches especially during rainy weather.



Eric Erickson July 28, 2000  
13040 189<sup>th</sup> Ave. SE  
Renton Wa 98059.

July 26, 2000

To: Ava Frisinger, Mayor  
Members of the Issaquah City Council:  
David Kappler  
Fred Kempe  
Fred Butler  
Bill Conley  
Scott Greenberg  
Russell Joe  
Robert Brock, Public Works Director

From: Laura and Robert Foreman  
1105 Greenwood Blvd SW  
Issaquah, WA 98027

We are writing in response to the Draft EIS for the proposed Southeast Bypass. The following comments are some of our concerns that must be addressed in the final EIS. The Issaquah City Council must carefully consider each issue before they vote to approve construction.

**“The SE Bypass is going to be so huge and so ugly, it will just tear apart the soul of Issaquah,” Leon Kos: 20+ years as Issaquah City Administrator, June 6, 2000.**

- **The Draft EIS was created with the bias that the SE bypass would be built. The Draft EIS is based on an out-dated and non-functional model: increased population means more motor vehicles, therefore the only solution is to build more roads.**

However, EPA 910-F-00-001 states: “We have found that road building, as the solution to transportation problems, is often treated as a foregone conclusion . . . There are other solutions to many of our transportation needs; solutions that are sustainable, minimize or eliminate the environmental impacts intrinsic to road building, meet the transportation needs of the affected communities, and do not require the construction of new roads.”

- **Within the Draft EIS, the No-Build Alternative was given scant attention. No consideration was given to the creative solutions to the traffic congestion problems Issaquah faces.**

**EPA 910-F-00-001 states:**

**“Creative solutions that integrate land use with transportation while protecting the environment and enhancing livability can emerge from the public thinking when citizens are actively engaged and there is partnership with participating agencies and decision makers. A package of alternatives could include alternative transportation modes, trip reduction, land use adjustments, parking controls, pricing mechanisms, other incentives and/or disincentives, new route design or traffic circulation patterns, and more.”**

**“Road building and expansion often result in induced growth effects (sprawl), and stimulate increased use of privately owned vehicles and vehicle miles traveled. This in turn, leads to increased auto dependency and demand for more roads.”**

#### **Alternatives to Road Building:**

Draft EIS: Appendix D, Final Transportation Technical Report, p 45 states:

- “The traffic model reflects the existing park-and-ride lot with 430 spaces located on SR 900, south of the interchange. METRO has recently chosen to acquire additional land nearby for a 150-space expansion.”
- “For the new Issaquah Highlands park-and-ride, the traffic model assumes initial construction of 500 spaces after the South SPAR year of opening, expanding to 1000 spaces by the year 2015.”

Concerns not addressed by Draft EIS:

- **If the bypass is to serve regional commuters, the Final EIS must examine the entire region more thoroughly. What other park-and-ride lots are planned for the Sammamish Plateau (the city of Sammamish, the city of Redmond, and adjacent unincorporated King County), for the intersection of Highway 18 and the Issaquah-Hobart Road?**

- The population of Issaquah and the Sammamish Plateau is projected to increase to 100,000 by 2015 (a 15 fold increase since 1981), therefore the park-and-ride lot spaces must be increased at a similar rate.
- Highway 18 is the bypass around Issaquah. The Final EIS must consider the positive impacts of expanding Highway 18 into a 4-lane highway.
- The Final EIS must consider the possibility of “metering lights” on the off-ramp of Highway 18 onto the Issaquah-Hobart Road.
- The Final EIS must consider installing “reader boards” to inform commuters of the most efficient route.
- The Issaquah Environmental Council has found that using Highway 18/I-90 as a bypass during peak traffic periods is 20 minutes faster than using the Issaquah-Hobart Road/Front Street. The Final EIS must include a study to examine the efficiency of using Highway 18 as a route to bypass Issaquah during peak traffic times.
- The Final EIS must examine the impact of student commuters on peak traffic periods. The Final EIS must explore ways to reduce student commuters.
- The Seattle Metro area is rapidly becoming a major urban area, comparable to Washington D.C., San Francisco, Atlanta, New York, London and Paris. Each of these cities has built effective mass-transit systems. The Final EIS must examine the long-term cost effectiveness of expanding mass transit (rail and bus) in the Seattle Metro area.
- Unlike other metropolitan areas, the Seattle area has a unique opportunity. We still have large amounts of forested land, with intact, complex ecological systems. By aggressively embarking on mass transit, we can save these wild regions rather than riddle them with highways and urban sprawl.

### Noise Impacts:

Draft EIS: p 4-14, Table 4-6

- Receptors D (Evans Ln), H (Issaquah High School), I,J,K (SE Kramer), and O (Issaquah High School, the upper field) – all values “represent a noise impact (value either approaches or exceeds the FHWA noise abatement criteria or is a substantial increase relative to exiting value.”

Draft EIS: p 4-18

- Alternative 4: North B and South B Alignments (Preferred Alternative)  
Mitigation Measures: “Mitigation was evaluated and found not feasible or reasonable for Alternative 4 (Table 4-8)”

Concerns not addressed by Draft EIS:

- How can Alternative 4 be considered the preferred alternative if it is not feasible or reasonable to mitigate the impact of noise increases the bypass will create at Issaquah High School?
- What are the mitigation costs of remodeling Issaquah High School in order to create a “closed campus” with interior hallways?
- Issaquah High School teachers, Jay Radmer and Karla Craig have detailed information and data concerning the increase of noise and its impact on

students. The Final EIS must include studies whose data reflects the impact of noise pollution on student learning.

Draft EIS: Appendix D Transportation Studies p. 113, 9.2 Truck Circulation

- “When the SE bypass is built, garbage trucks are expected to use the facility. Currently, trucks are prohibited from using the City of Issaquah roadways due to weight limitation . . . When the SE bypass is built, it would result in a shorter path that would provide benefits for truck operations. The estimated daily truck trips on the SE Issaquah bypass is about 125 vehicles in year 2005.”

Concerns not addressed by Draft EIS:

- Cedar Hills Landfill states they currently operated a fleet of 100 trucks, each of which makes 5 or more trips a day to the Landfill. The Draft EIS grossly underestimates the number of daily truck trips.
- The Draft EIS makes no mention of Reid Sand & Gravel trucks. Won’t they use the SE Bypass to access Highway 18? The Final EIS must include mitigation measures to be taken to prevent this.
- The Draft EIS makes no mention of other trucks traveling East on 1-90 who might use the SE Bypass to access Highway 18. The Final EIS must include mitigation measures to be taken to prevent this.
- The SE bypass has been compared to SR-900, north of Newport Way (Fred Kempe, Issaquah City Council). In July 2000, during the morning rush hour, I counted 360 trucks/hour (6-wheel to 18-wheel size trucks) using this road.

### Air Quality Impacts:

Draft EIS: p S-8, Summary Table S-2

- Air Quality: “mitigation not required” for all alternatives

Concerns not addressed by Draft EIS:

- What studies were used to create the draft EIS that determined “significant new impacts would not occur (Draft EIS, S-8)”?
- 1. How old is the data that these studies were based on?
- 2. The Final EIS must include the most recent research that reflects the impacts of air pollution on human health.
- 3. Rarely does a week go by without a major article on the increase in global warming. The Final EIS must include the most recent research on the impacts of road building/increased traffic on global warming.
- 4. Did the model used to determine the impacts of the SE bypass on air pollution consider the extreme topography of the narrow Issaquah valley?
- As stated above, the Draft EIS grossly underestimates the number of daily truck trips on the SE bypass. These trucks use diesel fuel. This fuel creates greater amounts of carbon monoxide and particulate matter. The Final EIS must include mitigation to control this increased amount of air pollution.

## **Geology and Soils Impacts:**

Draft EIS: p. 4-26, p. 4-29, Figure 4-6

- “City of Issaquah No. 2108 defines steep slopes to include those areas with slopes greater than 40 percent grade within a vertical elevation change of at least 3 meters.”
- “City of Issaquah Ordinance No. 2108 defines seismic hazards as those areas subject to severe risk of earthquake damage as a result of seismically induced settlement or liquefaction, usually associated with areas underlain by cohesionless soils of low density and shallow groundwater.”
- **Figure 4-6 shows and p.4-35 states that 70% of Alternative 4, the preferred route, would be built on either steep slopes or in seismic hazard areas.**

Draft EIS: p. 4-22

- “The inferred location of the Seattle Fault is about 3.0 miles north of the project area. However, a 2.5 mile wide “fault zone” (oriented north-south) of the Seattle Fault has been recently mapped that can be projected through the project corridor area.”

### **Concerns with the Draft EIS:**

- Repeatedly, we read a major earthquake will strike Northwest Washington. The issue is not “if” but “when.” How can the SE Bypass Project team consider building a major 4-5 lane road on land determined to contain a 2.5 mile long “fault zone?”
- How can the SE Bypass Project team consider building a major 4-5 lane road if 70% of it has been determined to be on steep slopes or in a seismic hazard area?
- The Final EIS must contain mitigation costs for the City’s liability should the bypass experience structural failures.
- I walked the north end of Alternative 4 with various members of the Issaquah City Council (Kempe, Butler, Greenberg, Joe) and each member had a different opinion as to the location of the “centerline” of this route. Four members of the Issaquah Environmental Council and Councilman David Kappler walked this route and were unable to locate the “centerline” for Alternative A, north of Clark Elementary School. Since this portion of the SE bypass will be very visible in downtown Issaquah, the “centerline” must be clearly marked on the land before the Final EIS is evaluated.
- The Draft EIS does not adequately show the impact (how much property would be taken and the location of sound barriers) of the north end of the SE Bypass on property owners, especially the property owned by Sharon Duclos.

## **Hydrologic Systems:**

Draft EIS: p. 4-39

- The Sammamish Plateau Water and Sewer District operates a class A water supply system and uses the lower Issaquah valley aquifer as its main water source, with production wells north of I-90 near the Front Street interchange. The city of Issaquah also operates a class A water system that uses the lower Issaquah valley aquifer as its sole source of water.”
- “Most of the Southeast Issaquah Bypass project site lies within the mapped recharge area for the aquifer.”
- “In recent years, a trend of declining lower Issaquah valley aquifer levels has been observed . . . The continuing decrease in water levels has caused concern among local groundwater users and suppliers.”

### **Concerns with Draft EIS:**

- **The Issaquah Press, July 26, 2000: “The mystery creek: North Fork dry again . . . When King County officials show up for this kokanee salmon count this week, they may find a major spawning stream has once again gone dry. . The North Fork has gone dry every summer for the past five years, with the exception of 1999. The reason for the dry-up remains a mystery. . . When water does return to the North Fork, it is often a dramatic surge with erratic water levels at unpredictable times. . . ‘It’s almost like a flash flood,’ said creek-side resident George Cameron Sr.”**  
The North Fork is part of the hydrologic system of the Issaquah region. It is located north of the I-90/Front Street interchange, in the area where tremendous development and mining is occurring. If city, county and state agencies have no understanding as to this “mysterious” disappearance of a major salmon spawning creek, then what confidence can citizens of Issaquah have in mitigation listed in the Draft EIS to protect the Issaquah valley aquifer? This “mystery” must be solved in the Final EIS.

Draft EIS: p. 4-42

- “As noted previously, wetlands are an important component of the drainage systems in the southern half of the project corridor . . . While it is possible that these wetlands serve an important function for recharge of shallow groundwater, the extent of overland flow in the southern portion of the bypass corridor indicates infiltration of surface water is generally limited in the wetlands. No data or site-specific research information is available to characterize the interaction of surface and ground water in the southern portion of the project site.”

### **Concerns with Draft EIS:**

- **We don’t need future “mysteries” in the southern half of the project corridor. The Final EIS must contain data and site-specific research information to characterize the interaction of surface and ground water in the southern portion of the project site.**

## **Floodplains:**

Draft EIS: p. 4-42, p. 4-50

- “Flooding has historically occurred in Issaquah Creek and its tributaries, and flooding problems in the vicinity of downtown Issaquah have been severe in recent years. Property losses from flooding in the lower Issaquah Creek subbasin are among the most extensive in the country. **Flooding conditions are projected to worsen as development continues to occur in the Issaquah Creek watershed.**”
- “The FEMA study does not identify the south end of the project area where the proposed roadway crosses through the lowland area along 6<sup>th</sup> Avenue SE as part of the 100-year floodplain . . . The City of Issaquah is currently preparing updated floodplain mapping which will be submitted to FEMA. It is predicted that FEMA will incorporate the new mapping in late 2001.”

### **Concerns with Draft EIS:**

- **The Final EIS must contain specific information (costs resulting from flood damage & data specific to flood damage) concerning the January 1986, January 1990, November 1990 and the February 1996 floods. The Final EIS must clarify the city of Issaquah’s liability in the event of further floods.**
- **The Final EIS must include the new impact determinations made by FEMA after they incorporate the updated floodplain mapping. According to the Draft EIS, these determinations will not be available until late 2001, or early 2002.**
- **The two-fold impact of the bypass has not been accounted for. The SE bypass would create 102.5 acres of impervious surface AND would result in the loss of the water carrying capacity of this forest. Each tree serves as a water holding tower. The Final EIS must contain specific data concerning the water carrying capacity of these 102.5 acres of forest.**
- **How can Issaquah encourage further development if “Flooding conditions are projected to worsen as development continues in the Issaquah Creek watershed?”**

## **Water Quality:**

Draft EIS: p. 4-61, p. 4-62

- “Any of the development alternatives would result in greater volumes of overland runoff because of increased impervious surface area, and that runoff would transport increased vehicular pollutant loads (mass quantities in runoff) due to increased traffic flow. Pollutants typically present in road surface runoff include oil and grease. Hydrocarbons, metals, suspended solids, phosphorus, and toxic organic compounds.”
- “Based on pollutant loading estimates for surface runoff from the south end of the Southeast Issaquah Bypass, and portions of Front Street and East Sunset Way, it

is estimated that the sum total of discharges to Issaquah Creek (in the year 2015) would contain reduced loadings of all pollutants analyzed, compared to the No Action alternative.”

### **Concerns with Draft EIS:**

- **“Pollutant loading estimates” are underestimated because the Draft EIS does not include accurate data concerning the number of trucks to be using the SE Bypass (p. 4). Because trucks have lower emission standards, they will result in an increase in the “pollutant loading estimates.” The Final EIS must include this new and accurate information.**

## **Wetlands:**

Draft EIS: p. 4-71

- “There are at least four plant communities in Wetland GW . . . The relatively undisturbed mixed forest community is dominated by red alder, western red cedar, and black cottonwood trees, with an understory of salmonberry, hardhack, vine maple, devil’s club, reed canary grass, small-fruited bulrush, and skunk cabbage.”

### **Concerns with Draft EIS:**

- **Draft EIS makes no mention of sika spruce, a tree native to Northwest wetlands yet relatively uncommon in this area. A large, mature tree stands on the “center line” of Alternative 4.**
- **In the list of species in the mixed forest community, all are native except reed canary grass. This is a very aggressive plant whose prolific growth pattern (thick mats) results in destruction of streams and wetlands. This species requires full sun. Shade is the natural control method of this species. The removal of any trees from Wetland GW will result in the expansion of canary reed grass.**

Draft EIS: Figure 4-9

- **South A Alignment is shown to follow 6<sup>th</sup> Ave SE**

### **Concerns with Draft EIS:**

- **Figure 4-9 does not show Wetland GW as it extends to the west side of 6<sup>th</sup> Ave SE. Wetland plant species are clearly visible in various locations and the Final EIS must document this accurately.**
- **Draft EIS makes no mention of the “Alligator” road surface of 6<sup>th</sup> Ave SE.. This deterioration of the road surface clearly indicates 6<sup>th</sup> Ave SE was built on a wetland. The Final EIS must show adequate road designs to mitigate for this ENTIRE wetland.**

Draft EIS: p. 4-74

- “In order to avoid impacts at the crossing of Wetland GW and the north tributary (South B Alignment), a bridge supported on pilings would be used instead of an earthen berm . . . Although building a bridge would have some impacts, such as clearing of vegetation, construction of bridge supports, and shading of vegetation by the bridge, this option would avoid permanent loss of wetlands.”

- “Construction of the portion of the roadway crossing the north tributary would dissect Wetland GW and cast shade on plants growing underneath the bridge. The plant community may be altered by shading from the bridge structure and by maintenance activities such as pruning trees near the bridge.”

**Concerns with Draft EIS:**

- Wetlands are important because the plants filter out many of the toxins from the water. Mitigation by elevating the SE bypass 6-8 feet will not protect this wetland because the roadway width required by the 4-lane SE bypass will create deep shade. There will not be sufficient light for wetland plant species to grow underneath the SE bypass and therefore the filtering potential of wetland species is lost.

**Draft EIS: p. 4-71**

- “The main source of hydrologic input to Wetland GW is groundwater seeping from the toe of the steep slope along the eastern edge, which appears to have a constant year-round flow.”

**Concerns with Draft EIS:**

- This “groundwater seeping” is because Issaquah’s sole source aquifer is at the surface in Wetland GW. Bubbling springs are clearly evident in Wetland GW. Mitigation with stormwater management facilities is not adequate to protect the source of Issaquah’s drinking water. The Final EIS must accurately state this.

**Vegetation and Wildlife:**

**Draft EIS: p. 4-85**

- “Large mammals such as deer, bear, and cougar have large range requirements. Therefore, it is likely that the study area makes up only a small portion of the range for these species and that these mammals primarily occupy the adjacent natural resource conservation area.”

**Concerns with Draft EIS:**

- There is evidence of black bear habitation on both the South A (tunnels in blackberries, used by feeding black bears) and South B (claw marked trees near NE corner of LDS Church) portions of the SE bypass.
- Cougars are known to inhabit Squak Mountain (clawed trees, scat and a young male was killed in summer 1999 near Wildwood Blvd)
- As stated in the Draft EIS, these large mammals have large range requirements. The I-90-South Sammamish Plateau Access Road, Sunset Interchange and SE bypass are MAJOR disturbances to their range, and require these mammals to cross roads. The two crossing areas noted in the Draft EIS are not adequate to address this impact. The I-90 freeway overpass is a high traffic region & will experience a significant drop in large animal use. The bridged crossing for the South alignments is not adequate to serve the large population of mammals in this area. There is no bridged crossing planned for North alignments. This puts both animals and drivers using SE bypass at risk.

- The development of the Sammamish plateau has had a devastating impact on wildlife in the area. Increased sightings are the result of increases in human population in the area, NOT increases in animal population. When cougars and bears are forced out of their territory and into the territories of other bears and cougars, there is a net reduction in the large mammal population.
- Deer is the main food prey for cougars. Without cougars, the deer population will go unchecked, resulting in: 1. habitat destruction from over-grazing, and 2. increased number of cases of lyme disease, caused by deer ticks.
- The Final EIS must contain adequate mitigation, including additional bridged crossing locations.

**Land Use:**

**Draft EIS: p. 4-103**

- “Each of the build alternatives would cross through areas where existing trails and trailheads have been established. The Second Avenue Issaquah High School trailhead, which provides access to Tradition Plateau within the Tiger Mountain State Forest, would be eliminated, under both of the Bypass northern options, and would be replaced. The North A alignment would displace the informal trail along the abandoned railroad right-of-way that extends through facilities at Issaquah High School, and new trail connections would be provided. An informal trail near the LDS church would be displaced by the South B alignment and new trail connections would be provided.”

**Concerns with the Draft EIS:**

- Each of the trails listed above are used extensively, by both IHS and Clark students, to gain access for field study. The trails are also used extensively by citizens as they seek solace in the quiet solitude the forests of Tiger Mountain provides. Building a major 4-5-lane road with truck use as high as 360 trucks/hour (see p. 4) will destroy the entire character of the area. New trailhead locations have not been identified. But major roads near hiking trails destroy the ambiance of the forest. THERE IS NO MITIGATION POSSIBLE FOR WHAT WILL BE LOST BY BUILDING THE SE BYPASS.

**Draft EIS: p. 4-127**

- “Although the proposed roadway would likely be visible from school buildings and adjoining properties, this visual presence is not expected to result in an adverse impact on school facilities.”

**Concerns with the Draft EIS:**

- The SE bypass will change the entire character of the region from wildland to urban. To claim there will be no adverse impact on school facilities is inexcusable. Always, with increased urbanization, crimes committed by youth increases. THERE IS NO MITIGATION POSSIBLE FOR WHAT WILL BE LOST BY BUILDING THE SE BYPASS.

### Visual Quality:

Draft EIS: Figure 4-20

- Conceptual Alternative B (looking east from the corner of Bush & 6<sup>th</sup> St.)

#### **Concerns with the Draft EIS:**

- This image does not accurately indicate the impact. Most trees will be cut and barrier walls will be visible. This Final EIS must illustrate this accurately.

Draft EIS: Figures 4-22, 4-24, 4-26

- Conceptual images after SE bypass is built

#### **Concerns with Draft EIS:**

- These images do not accurately indicate the level of traffic on the SE bypass. Although the road may originally be built as a 2-lane road, it is clear that the final plan is a 4-lane road, comparable to SR-900 (north of Newport Way). The Final EIS must accurately show the level of traffic on the SE bypass.

### Economic Elements:

Draft EIS: p. 4-134

- Within the project area, the affected environment with respect to existing economic elements is essentially limited to the areas in the vicinity of the proposed alignments. There are no proposed commercial or residential developments with associated economic elements along the SE bypass alignments. Three properties in the project area are commercially zoned but are not currently used in that capacity."

#### **Concerns with Draft EIS:**

- Park Point Development Project:  
The following is a letter I sent to the Issaquah City Council, 7/13/2000 concerning the proposed Park Point Development Project:

I am concerned that the City of Issaquah is following a Comprehensive Plan that is accommodating the developers of the Park Point Project. On July 8, 2000, I walked the land where the Park Point project is planned and I was infuriated by the neglect of these developers.

1. Litter from fireworks, campfires and alcohol consumption is scattered across the driest & most flammable areas (acreage with a large number of Madrona trees, a dry site species).

2. Deeply rutted roads have been carved by recreational off-road trucks & dirtbikes. These roads crisscross the property and are causing severe damage to the wetlands on the Northeast portion of the property.

3. Gates & signs which have been installed to protect hiking trails have been torn out and destroyed.

4. Police & fire officials have responded to repeated calls to the area & yet the developer has done nothing to take responsibility for properly fencing & gating the property.

Why is the city facilitating a developer whose attitude towards Issaquah is clearly disdain, arrogance, and neglect?

Why is the city accommodating this developer's plans to build 500 residential units (Issaquah has more than met its fair share of King County's Growth Management Act), 20,000-55,000 square feet of retail space (retail that would compete with established merchants) , AND a bypass (a road to be paid for by taxing current residents)?

The Council must serve the CURRENT residents and TAXPAYERS of Issaquah. Park Point has offered nothing that will benefit our community. Issaquah's Comprehensive Plan must be amended to greatly restrict any project to be built by Park Point developers.

### Concluding Remarks:

- Although the main focus of an EIS is not on the costs of a project, whenever costs were mentioned in the Draft EIS, they were grossly underestimated.
- The City of Issaquah consistently underestimates costs of project. Most recently, the new police station is projected to cost (\$14.5 million), twice as much as originally estimated (\$7.5 million).
- Given this precedent, the actual cost of Alternative 4 would be \$54 million, rather than the \$27 million mentioned in the Draft EIS.
- Issaquah has many other capital improvement projects it must focus on:
  1. Remodel the old library into a new senior center
  2. Expand the Community Center
  3. Improve Newport Way with sidewalks and bike lanes
  4. Install traffic signals on Newport Way at Wildwood Blvd. and at Juniper St.
  5. Improve and expand city parks and recreation fields.
- Harris Atkins, former City Council member, has concluded the SE bypass is NOT the "best use" of citizens' taxes since the road would mainly serve commuters.
- Each City Council member I have spoken with has said they do NOT have problems "getting around Issaquah." During rush hours they either change their route or they time their trips accordingly.
- The SE bypass is to be built to serve regional traffic (commuters) and yet it would be paid for with the taxes paid by the citizens of Issaquah. A regional fiscal solution must be found!
- The SE bypass is often justified by claiming the Front Street merchants support it. However, in talking with many of the merchants, we have found they oppose it. Many merchants have indicated they do not plan to renew their leases because they feel the interchange construction will be devastating to their businesses.



- **The Draft EIS, Table 2-4, shows that by 2005, many of the intersections within the City of Issaquah will perform at D or F levels. Must we waste \$27-\$54 million dollars on a project doomed to fail? We must explore the no-build alternative and actively initiate new methods of commuting in the 21<sup>st</sup> century!**



August 2, 2000

RECEIVED  
AUG 07 2000  
PUBLIC WORKS ENG.

Mr. Bob Brock  
Public Works Director  
City of Issaquah  
P.O. Box 1307  
Issaquah, WA 98027

RE: The Southeast Issaquah Bypass

Thank you for thoughtfully considering our comments. Attached are two letters previously written to our Mayor and one written to Pam Fox regarding the bypass. Although we have made our views clear to the mayor and directly to the Public Works Department as a part of the public comment process, I was disappointed to see they were not included in the NEPA Draft EIS.

As a major business in Downtown Issaquah, we would like to make our strong concern very clear. Although we are unsure how the bypass and resulting relief of congestion will affect our business, we are certain that if the bypass is constructed to allow major development to the east, and this development includes retail space, our business in particular and others in downtown will be threatened and could be devastated.

The bulk of our business comes to us from the south. Tremendous new development in Issaquah to the north and west have all but eliminated our customer base in these areas. Our business survives on very slim margins so must have a large volume of customers to cover our fixed costs. Any retail development to the east or south of us would severely impact downtown and threaten our lifeline... our customer base living south of Downtown.

Please add our concern about both the bypass and subsequent development as both an Impact and a Controversy in the NEPA EIS and address it accordingly. Again, thank you for the opportunity to include our comments and concerns.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Rebecca Knowles".

Rebecca Knowles, Vice President  
K-C Food Corporation

80 Front Street South • Issaquah, WA 98027 • (425) 392-5371 • FAX 392-4400

Ms. Pam Fox  
City of Issaquah Public Works Department  
PO Box 1307  
Issaquah, WA 98027

RE: Comments on the Southeast Issaquah Bypass

Dear Pam:

Attached is a letter written in October of last year outlining our concerns regarding the planned Park Point Development. A review of the alternative configurations for the bypass make it clear the plan is not for a passthrough as originally intended but a road to accommodate future development. We believe additional retail development to the east or south of town would threaten downtown businesses like our Front Street Market. This plan to open the forested hillside to development not only threatens our business but also concerns us about the many quality of life issues. Many Issaquah residents at the June 6<sup>th</sup> City Council roundtable eloquently and passionately described these issues. It is clear by the many heartfelt comments that residents do not want the bypass.

At the roundtable meeting, it also became clear to us that our traffic problems are a regional problem created by people commuting through Issaquah from outside of the area. Are we going to spend millions of dollars, destroy people's homes and devastate a beautiful natural part of our city for a temporary fix to a problem created by commuters? This is a regional problem requiring a regional solution. For Issaquah to be considered the sole solution to the problem without exhausting all regional alternatives is shortsighted. We sincerely hope the suggestions mentioned at the June 6<sup>th</sup> meeting will be thoroughly studied prior to finalizing the bypass project.

The people of Issaquah clearly do not want more roads, more cars and more development in Issaquah. Development has drastically changed our town and our quality of life and we now want to retain what's left of the natural beauty for our children and future generations to enjoy.

Thank you for allowing us to express our opinions and for listening.

Sincerely yours,



Rebecca Knowles, Vice President  
K-C Food Corporation

C.C. Suzanne Suther, Executive Director, Issaquah Chamber of Commerce

Ms. Ava Frisinger  
Mayor, City of Issaquah  
PO Box 1307  
Issaquah, WA 98027

RE: The Southeast Issaquah Bypass

Dear Mayor:

Thank you for sponsoring the special Roundtable Meeting to hear comments from the community about the bypass. Although we have viewed the bypass as a solution to the gridlock in downtown, we now oppose it. A review of the alternative configurations for the bypass make it clear the plan is not for a passthrough as originally intended but a road to accommodate future development. We believe additional retail development to the east or south of town would threaten downtown businesses like our Front Street Market. This plan to open the forested hillside to development not only threatens our business but also concerns us about the many quality of life issues. Many Issaquah residents at the June 6<sup>th</sup> City Council roundtable eloquently and passionately described these issues. It is clear by the many heartfelt comments that residents do not want the bypass and we agree with them.

At the Roundtable Meeting, it also became clear to us that our traffic problems are a regional problem created by people commuting through Issaquah from outside of the area. Are we going to spend millions of dollars, destroy people's homes and devastate a beautiful natural part of our city for a temporary fix to a problem created by commuters? This is a regional problem requiring a regional solution. For Issaquah to be considered the sole solution to the problem without exhausting all regional alternatives is shortsighted. We sincerely hope the suggestions mentioned at the June 6<sup>th</sup> meeting will be thoroughly studied prior to finalizing the bypass project.

The people of Issaquah clearly do not want more roads, more cars and more development in Issaquah. Development has drastically changed our town and our quality of life and we now want to retain what's left of the natural beauty for our children and future generations to enjoy.

Thank you for allowing us to express our opinions and for listening.

Sincerely yours,



Rebecca Knowles, Vice President  
K-C Food Corporation

Ms. Ava Frisinger, Mayor  
City of Issaquah  
P.O. Box 1307  
Issaquah, WA 98027

October 29, 1999

RE: Park Pointe Development

Dear Ava:

In recent conversations with people in town, I was surprised to learn many were not aware of the three alternatives being considered by the City of Issaquah for the Park Pointe Development. This is the new 102 acre development to be located on the east side of the Issaquah bypass, along the west-facing hillside of Tiger Mountain, no more than ½ mile from Downtown Issaquah. The first two alternatives call for residential development and are therefore consistent with the current Single-Family zoning of the property. The third alternative would require a rezoning of the property and establish another retail district in the city. The developer, Wellington Park Pointe LLC, is applying for a Comprehensive Land Use Plan Amendment and a rezone of this property to an Urban Village District with 120,000 square feet of office space and 25,000 square feet of retail space.

My husband and I own Front Street Market in downtown Issaquah. It is our position and the position of Lori Steendahl, Manager and others in our company that the Urban Village District Alternative being considered at the Park Pointe Development will have an adverse impact on our business and poses a potential threat to our existence. In fact, we believe *any* new retail business south of town would take away from the vitality and success of Historic Downtown Issaquah. Our customers who live south of downtown make up a majority of our business. From customer mapping research, we concluded that approximately 80% of our sales are to people living south of town.

Our business relies on a large number of customers choosing to shop with us each week. We require visits from around 9,000 customers per week to remain viable. We know the bypass will substantially reduce the number of people in Downtown. We believe the bypass will provide necessary relief from the congestion we currently experience and will allow those choosing to shop with us greater freedom of access. However, allowing retail competitors to exist on the route used to carry the heavier commuter traffic will surely prove devastating to many Downtown businesses and our business in particular.

Downtown businesses have already faced an onslaught of new competition from the tremendous growth of retail in Issaquah to the north and west. In the retail grocery business, our new competitors include Costco, Albertson's, two new QFC's, Issaquah Market, Trader Joe's, and now PCC. With the addition of these new competitors, combined with the difficulty caused by traffic congestion, our business to the north and west is virtually gone. The proposed new retail district would threaten our lifeline . . . our customer base living south of Downtown. Do we need to also offer yet another shopping alternative on this new route?

It has been said that the 25,000 square feet of retail space under consideration could accommodate only small "Mom and Pop" stores that would pose no threat to downtown businesses. We disagree. We are "Mom and Pop" businesses too. This amount of retail square footage is *not* small according to our standards. Our Front Street Market grocery store is 13,000 square feet. An Urban Village with 25,000 square feet of retail space could easily include a grocery store similar in size to ours plus many other businesses, virtually duplicating the services provided by our shopping center and other downtown businesses. What about the new housing? Would the 564 new dwelling units support the proposed retail businesses? It would be difficult for this number of residences to support any retail business, let alone the proposed 25,000 square feet. These new businesses would be forced to draw in the commuter traffic in order to survive.

It is important to remember the original purpose of the bypass was to relieve the downtown of traffic congestion caused by commuters who are non-shoppers. This new road has been sold as a way of getting pass-through traffic out of our downtown, not providing a new place for downtown shoppers to shop! Establishing another retail district would only cause additional turning movements on the bypass route, defeating its purpose as a true bypass. The additional lanes and signals required would also increase the cost of the multi-million dollar proposal. Why would any downtown business support a cost increase in order to accommodate new competitors?

Additionally, the configuration of the bypass will make Park Pointe a *more convenient* place to shop for commuters. This ease and advantage comes from the design of the continuous, smooth connection between Hobart Road and the bypass. By design, the majority of traffic coming down Hobart Road will be funneled directly on to the bypass making it more *inconvenient* to head downtown. In order to shop in Downtown, people will be forced to stop, wait at a light and make a left turn toward Downtown. Unlike the automatic flow of the majority of traffic onto the bypass, people will have to make a conscious decision to turn toward Downtown. Therefore, the bulk of traffic will go right past the new development and potentially, our new competitors at Park Pointe. The shopping habits of these commuters would understandably and inevitably change to take advantage of the more convenient location of Park Pointe because it will lie directly on their commuter route.

Finally, it is our understanding that once the zoning is changed to allow retail usage, the developer has the ability to increase the approved retail square footage and change the original Urban Village District concept. Therefore, once rezoned to allow retail, the door is opened for more retail development. Is this what we want as a community? Located only ½ mile from Downtown, the new Park Pointe Development can and should be served by downtown businesses.

Sincerely yours,

Rebecca Knowles, VP and Finance Manager  
K-C Food Corporation

C.C. Issaquah City Council  
Issaquah Chamber of Commerce  
City of Issaquah  
Main Street Issaquah  
The Reader Team  
Pacific Rim Equities  
First Wellington Crown Corporation

**RHYS A. STERLING, P.E., J.D.**  
Attorney at Law

P.O. Box 218  
Hobart, Washington 98025-0218  
(425) 432-9348 (voice message)  
E-mail: RhysHobart@aol.com

1495 N.W. Gilman Blvd.  
Suite 4-G  
Issaquah, Washington 98027  
(425) 391-6650 (daytime)  
Facsimile (425) 391-6689

July 17, 2000

**HAND DELIVERED**

Bob Brock  
Public Works Director  
City of Issaquah  
P.O. Box 1307  
1775 12th Avenue N.W.  
Issaquah, Washington 98027

Re: Written Comments Submitted For Consideration Regarding The  
Southeast Issaquah Bypass Draft Environmental Impact Statement  
(June 2000)

Dear Mr. Brock:

I represent Ronald K. Stoner, owner of real property located at 509 S.E. Sycamore Lane, Issaquah, Washington. I also live in Hobart and commute to my office in Issaquah every day via the Issaquah-Hobart Road. In addition to my concern that the proposed Bypass will merely shift the current downtown traffic jams to a new location going south and exacerbate an already bad situation coming north (because of the multiple traffic lights proposed for the "Bypass"), Mr. Stoner and I both have concerns regarding the obvious inadequacies of the DEIS with respect to its abject failure to fully and fairly disclose, discuss, and evaluate the potential impacts to the Issaquah Creek floodplain and floodway resulting from the construction of the Bypass in its proposed south end location(s).

In all my years of practice, including a period of time as a SEPA Responsible Official for the Washington State Department of Ecology, I do not recall ever laying my eyes upon a DEIS that is so patently deficient and defective in its purported coverage of a subject matter that is as critically important to the City of Issaquah, the property owners in the Sycamore Drive/Lewis Lane areas, and the current/future users of the Issaquah-Hobart Road/Southeast Issaquah Bypass as is the impact on the floodplain and floodway of Issaquah Creek associated with the construction of this project. Not only are substantial private property rights at stake (as Mr. Stoner faces the direct and substantial uncompensated loss of private property rights resulting from the construction of the Bypass in its proposed location), but continued and added inconvenience to users of the Issaquah-Hobart Road/Southeast Issaquah Bypass during periods of Issaquah Creek flooding.

Bob Brock, Public Works Director  
July 17, 2000  
Page 2

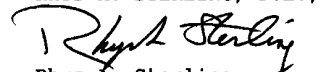
Enclosed is one (1) original "Commentary on the Floodplain and Floodway Aspects of the Southeast Issaquah Bypass Draft Environmental Impact Statement Based on Excerpts from Detailed Studies Previously Filed with the City of Issaquah Regarding the Single-Family Residential Development of the Ron Stoner Property Located at 509 S.E. Sycamore Lane, Issaquah, Washington" dated July 14, 2000.

The enclosed Commentary constitutes formal written comments that are hereby submitted to the City of Issaquah for its consideration and inclusion in the Final EIS that will be prepared and published for the Southeast Issaquah Bypass.

Thank you for your careful consideration of the enclosed material. Please contact me directly if you have any questions regarding the enclosed Commentary.

Very truly yours,

RHYS A. STERLING, P.E., J.D.

  
Rhys A. Sterling  
Attorney for Ron Stoner

Enclosure

cc: Ronald K. Stoner (w/enc.)

350 Mine Hill Road S.W.  
Issaquah, WA 98027  
August 3, 2000

Mr. Robert Brock  
Public Works Director  
City of Issaquah  
P.O.Box 1307  
Issaquah, WA 98027

RE: Proposed S.E. Bypass for Issaquah

Dear Mr. Brock:

One of the major concerns I have regarding the proposed S.E. Bypass for Issaquah is the noise that is sure to emanate from the influx of King County garbage trucks, motorcycles and other vehicles that will be stopping and starting at the three lights on this route. Was this taken into consideration when the environmental impact study was done? Why was mitigation planned for only the North A alignment? This is particularly puzzling since it has been noted that the Issaquah City Council currently favors the North B, South B alignment, or alternative 4. Please explain what is meant on p.4-17 of the DEIS where barriers are described as "not reasonable" or "not feasible to construct"? Also, what does "constrained by local access" mean?

The bigger question I have is more general. Why hasn't a regional solution to this problem been sought? Issaquah should not have to bear the weight of a dilemma that involves three counties.

Thank you for your attention to this most important issue.

Respectfully yours,



Sally Grommon

August 2, 2000

Bob Brock, Public Works Director  
City of Issaquah  
P.O. Box 1307  
Issaquah, WA 98027

Dear Bob Brock:

The Issaquah Bypass is nearing it's city council vote deadline.

This project is a short term fix, with huge environmental and monetary costs. I understand the city and county's wish to free up traffic but I must disagree with the Bypass as a solution.

First, it is clear that Issaquah-Hobart road is already operating at capacity. To funnel another feeder road onto this road is the height of folly. The DEIS states that traffic cannot get worse. Traffic can always get worse, this is flawed thinking.

Second, Issaquah is a narrow valley with serious water issues already existing; flooding, lowering water tables, salmon bearing creeks and huge developments already in the pipeline. At this point the city has NO MORE WATER PERMITS to be issued. If you pave a large portion of the recharge area you will be further destroying an already bankrupt water system while raising the flood potential and adding to contamination risks. Plus, the DEIS does not address the impact of increased truck traffic contamination, new studies questioning the effectiveness of retaining ponds as a mitigation.

Third, I submit that this road is a southern press for more development. Yes, Issaquah and the State and the County all like to say that development is inevitable so we must provide it. I say provide it where the consequences are not so expensive long term. We cannot regain our wetlands, our trees or the base of Tiger mountain. Promote building density in already paved areas, build in Seattle, build in downtown Bellevue, build in downtown Issaquah instead.

Finally, to solve this transportation mess in Issaquah and I do agree that it is a mess, the pass-thru traffic that clogs Issaquah must be convinced that it is better to stay on I-90 than to shortcut through town. This needs to be addressed on both physical and emotional levels. Make it less convenient to move through Issaquah, not easier. Local traffic only signage, one way streets, speed bumps, lowered speed limits on Gilman Blvd, Issaquah-Hobart and Newport Way are all cheap ways to make pass-thru traffic hesitate to go through Issaquah. Improve Highway 18 to make it more appealing. Add to this media attention and public information showing the consequences of this short-cut by commuters; lost homes, filled wetlands, displaced animals and a cut out of the base of Tiger Mountain. This City of Issaquah needs to make the commuters aware of what they do. Simultaneously, mass transit along the I-90/highway 18 corridor should be promoted as long term solution.

The loss of our wetlands, trees, animals, and people's homes plus excessive noise, increased flooding and how much money? for a supposed easing in traffic is NOT worth it! The DEIS does not address these issues properly. We need to preserve the beauty of Issaquah for future generations. Think long term. Do not brush off the impacts of this project. Press your efforts to reject this bypass and help the City of Issaquah come up with creative, less costly alternatives.

Sincerely,



Connie Marsh  
1175 NW Gilman Blvd #88  
Issaquah, WA 98027  
(425)392-4908



Bonnie Steussy  
12706 Hobart Rd.  
Issaquah, Wash. 98027

Dear Sir,

As a 23 year resident whose property borders the Issaquah-Hobart Road, I have enormous concerns over the proposals for a by-pass of any nature that would feed into this extremely fragile valley. As I listen to information regarding the environmental impact of any of the six ideas presented, I can only ask why aren't our leaders looking at a more regional approach to solving problems that are occurring because development has gone out of control. Highway 18 has already been established and could be used to achieve the goal of lessening commuter traffic. Better yet, a light regional transit system would/could serve us all with much more positive long term results.

The air, water and noise pollution such a by-pass would create frighten me. Air does not circulate well here. It hangs in a cloud over us. I struggle with respiratory problems already.

We moved here consciously choosing to steward our land for our children's benefit. I ask you to revisit other transportation options that could better serve our citizens, save our beautiful valley and serve as a model to other communities facing similar problems.

Thank you,  
*Bonnie V. Steussy*  
Bonnie V. Steussy

August 8, 2000

Robert Brock  
Public Works Director  
City of Issaquah

Re: Draft EIS

Dear Mr. Brock:

One of the many reasons we cherish living in Issaquah is the good air quality. The SE Bypass is a definite threat to our air quality. It is vitally important that we are all aware that the Draft EIS, S-8 on air quality determined "significant new impacts would not occur". Significant new impacts would not occur to our air quality here in Issaquah with the various alternatives looked at including the S.E. Bypass? How could that possible be?

The SE Bypass is purported to improve air quality and fuel conservation in Issaquah by leading to fewer cars backed up on Front Street. Issaquah is nestled at the basin of three mountains. We are at the bottom of a bowl. Kent Swigard of Puget Sound Air Pollution Control (PSAPC) said in an Issaquah Press article, dated May 23, 1990, "...small areas between mountains such as Issaquah Valley can collect particularly high levels of ozone..." Now whether that those high levels of ozone are accumulated along Front Street, or a bit further over where the purported SE Bypass would intersect with Issaquah-Hobart road, it will still all settle in our little Issaquah Valley.

The Draft EIS said that ozone measurements and projections were not necessary. REALLY? Regarding air quality, in S-8, Summary Table S-2 of the Draft EIS - Air Quality: "mitigation not required" for all alternatives. I question what studies were used to create the Draft EIS that determined "significant new impacts would not occur" and that "mitigation not required for all alternatives"? How old is the data that these studies were based on? I challenge the Final EIS to include the most recent research that reflects the impacts of air pollution on human health and the surrounding environment. Did the model used to determine the impacts of the SE Bypass on air pollution consider the extreme topography of the narrow Issaquah valley?

How can the EIS state "significant new impacts would not occur" to our air quality -

- when the Park Pointe developers are just lying in wait for the S.E. Bypass so they can build 500 + new residences that will utilize the bypass?
- with the addition of the Highlands and Kelkari developments yet to come?
- with the additional traffic flow to and from several million square feet of new commercial and retail businesses to be built within those residual developments?

How can these not impact our air quality?

Here are a few other concerns NOT addressed by the Draft EIS in regards to air quality:

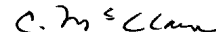
- The county is contributing \$5 million to the SE Bypass construction so they can utilize the bypass for garbage trucks. Cedar Hills Landfill states they currently operate a fleet of 100 trucks, each of which makes 5 or more trips a day to the landfill. The Draft EIS grossly underestimates the number of daily truck trips.
- The Draft EIS make no mention of Reid Sand & Gravel trucks. Won't they use the SE Bypass to access Highway 18? If not, the Final EIS must include mitigation measures to prevent this.
- The Draft EIS makes no mention of other trucks traveling East on I-90 who might use the SE Bypass to access Highway 18. The Final EIS must include mitigation measures to prevent this.

As stated above, the Draft EIS grossly underestimates the number of daily truck trips on the SE Bypass. These trucks use diesel fuel. This fuel creates greater amounts of carbon monoxide and particulate matter. The Final EIS must include mitigation to control this increased amount of air pollution.

Residential and commercial developers are just lying in wait for the SE Bypass to be completed so they can build, build, build. The county is waiting for the SE Bypass so they can truck, truck, truck. The Final EIS MUST address these issues regarding the impact of air quality and mitigate, mitigate, mitigate.

Our traffic congestion is not a problem that Issaquah solve alone. It is a regional problem and must be addressed as such. We need assistance from the county!

Charlotte McClain



615 SW Ellerwood St.  
Issaquah, WA 98027  
(425) 391-8423

August 7, 2000  
Dear Person Whose Power Influences the lives of Many,

Please use your influence to reconsider building the Southeast Bypass in Issaquah. As 13-year residents living near Issaquah/Hobart Road, we do not want this bypass or any new development that will increase traffic and population in this sensitive environment. We don't want the garbage trucks and increased number of commuters further polluting and congesting Iss/Hobart Rd. We feel we can cope with getting to I-90 without the bypass and don't believe it will be the best use of our tax money. We would rather see improvements continue on Highway 18 and SR 900 to make these roads safer and more efficient ways to I-90.

We are especially against the proposed new development near Issaquah High School and feel such a big increase in population is too much for downtown Issaquah. Let's wait and see how the big development north of I-90 + all the people that brings in affects our beautiful city.

We know this is a tough, complex decision. We trust you will think this one through carefully because your power and compassion affects the quality of a lot of people's lives.

SHANA + BRUCE LONDON  
24305 SE TIGER MOUND  
ISSAQUAH, WA 98027  
425-391-0419

Thanks for your attention,

Shana London



10324 240th PL SE  
Issaquah, WA. 98027

August XX, 2000

Mr. Robert Brock  
Public Works Director  
City of Issaquah  
PO Box 1307  
Issaquah, WA. 98027

Dear Mr. Brock

I have attended most of the community discussion meeting and presentations regarding the Southeast Issaquah Bypass since its inception. The most interesting of these were the Issaquah City Council-sponsored Roundtable on June 6, 2000 and the Draft Environmental Impact Statement (DEIS) Public Hearing on August 1, 2000. The public negative response to this issue should be an "Eye Opener" to the Issaquah City Council, if they were listening.

We have been at this address for more than 30 years and have seen Issaquah grow and, in most cases, for the betterment of the community. However, the building of the Southeast Bypass, as presently planned, will be a big mistake and will NOT be beneficial to the people of the community. Why? - Because of the reasons given at the public hearings:

- Even More Traffic Congestion
- Increased Noise Level
- Reduction of Air Quality
- Reduction of Water Quality
- Detriment to Wildlife
- Goodbye Historic Issaquah

Further considerations are needed for an optional solution to divert traffic from the Issaquah area. Putting the money into additional construction of Highway 18 could be the solution.

Sincerely,



Harold M Fugivog

August 8, 2000

Robert Brock  
Public Works Director  
City of Issaquah

Re: Issaquah Draft EIS

Dear Mr. Brock:

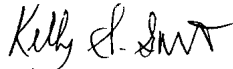
I heard many disturbing scenarios during the August 1<sup>st</sup> public meeting on the Draft E.I.S. report. The many negative effects the SE Bypass would have on our community - increased noise and air pollution, destruction of our wetlands and aquifer, the harmful impact on wildlife, and many more equally damaging long-term environmental violations, that would contribute to the degradation and destruction of Issaquah's beauty and quality of life.

I would like to read to you the City of Issaquah's Vision Statement:

**The City of Issaquah is committed to quality living through preservation and enhancement of the community's unique human and natural resources.**

I ask you, how can the city proceed with forward momentum on the SE Bypass when many of the results of the Draft E.I.S. report are in direct conflict with the city's vision statement of 'preserving and enhancing our unique natural resources'. Please help stop the SE Bypass and find an alternative answer that includes the county as part of the solution.

Kelly S. Smith



615 SW Ellerwood St.  
Issaquah, WA 98027  
(425) 391-8423

Robert Rakita  
24998 SE 155 Pl.  
Issaquah, WA 98027  
425-557-9188  
rrakita@foxinternet.net

August 4, 2000

Robert Brock  
Public works Director  
City of Issaquah  
P.O.Box1307  
Issaquah, WA 98027

Comments regarding the Draft Environmental Impact Statement/  
the S.E.Bypass at I-90 in Issaquah

cc:  
Don Petersen, Federal Highway Administration  
Ron Paananen, King County Engineering Services  
Loree Randall, Project Manager Department of Ecology  
Jerry Alb, Director Environmental Services  
Washington State Department of Transportation  
Environmental Affairs Office

Dear Mr Brock,

**Pages 4-38 to 4-40 of the DEIS** references the recharge area for the lower Issaquah valley aquifer. It clearly establishes wet lands in the area of the SE bypass, but only vaguely relates the dynamics of water flow through this area while not interrelating findings, cause and effect.

**The study of the geological area** does not have an overview including the importance Tiger Mtn. has in the maintenance of the lower Issaquah valley aquifer. No mention is made concerning its part in retaining rainfall for *gradual transfer* - to the wetlands, the creeks, and lower Issaquah valley aquifer, which is a necessary function of the ecology for a valley that relies on the rainfall from Tiger Mtn. for water resources. Considering Tiger Mtn. will be sectioned, this action will effectively interrupt broad surface/subsurface water flow, why hasn't this been accounted for?

**Page 4-21. Surface Conditions.** The north alignments are described as crossing "moderately to steeply forested areas." The south alignments should be described as crossing gently sloping wetlands that are in part developed with residential housing. It should be noted that the presence of a building on a property does not change the property's classification as a wetland.


**This area was the subject to a Preliminary Subsurface Exploration And Geotechnical Engineering Study in 1978**, for Starview Estates, prepared by Hart Crowser & assoc. - regarding a proposed 24+ acre subdivision. The legal description is "The SW quarter of the SE quarter of section 34, Township 24 North, Range 6 East, W.M., in King County WA."

Among the findings were the following:

1. Much of the low-lying portions in the wooded areas may be described as swamp due to generally soft and wet surface conditions.
2. General subsurface conditions can be divided into three distinct soil horizons.  
(1) Glacial outwash gravel. (2) Alluvial fine sands, silts and clays comprising most of the central and west portions of the site. (3) Peat and organic silts located in parts of the swamp areas.
3. Because of the location of the site at the base of nearby Tiger Mtn. to the East and Issaquah Creek on the West, the water table is generally very near the ground surface in the near level areas of the site. A drainage pattern is generally westerly and is poor due to the near level topography and subsurface impermeable soils. Improving the present drainage would be a major consideration for site development.
4. Geotechnical considerations state that there are substantial quantities of peat lying in 3 known deposits, that would not justify site development.

An independent study 22 years old evinces a more comprehensive understanding of the working geology of the area than does the Draft Environmental Impact Statement. I would submit that given the irreparable damage to be done to the water supply of the lower Issaquah valley aquifer, the salmon breeding streams, and general fauna of the basin, an ill conceived project such as the SE bypass should not go forward until non invasive alternatives have *thoroughly* been researched. This includes but is not limited to SR-18 as part of a beltway around Issaquah.

Respectfully,



**Citizens Response to the DEIS report re: SE By-Pass in Issaquah, Wa**

p.1 of 2

**Fisheries: DEIS Report**

**DEIS Statement: (p.4-199)**

**"The Southeast Issaquah By-Pass roadway, in conjunction with other transportation improvement and the development projects in the area (South SPAR, North Spar, proposed Park Pointe) may result in cumulative impacts on streams and fish habitat in the Issaquah Creek drainage basin"**

- Question #1 : What is the cumulative impact to endangered fish?
- Question #2 :What is the cumulative impact of loss of water storage capacity?
- Question #3: Are these projects mentioned above really one large project that is being segmented into smaller ones?

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**DEIS Statement:(p.4-199)**

**"Cumulative Impacts could occur, however, in the north tributary to Issaquah Creek."**

Question#4: What are these cumulative impacts?

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**DEIS Statement:(p.4-199)**

**"The proposed Park Pointe Development project may also drain to the north tributary so minor increases in in flow and pollutant levels from this development may affect fish habitat."**

Question#5: If we add the impact from the proposed By-pass disturbance to the wetlands and then add the future planned disturbance from Park Pointe then what is the total impact to the north tributary?

---

**DEIS Statement: (p.4-199)**

**"The increase impervious surface areas and probable addition of stormwater management ponds in conjunction with other transportation improvement projects could also result in warmer runoff temperatures."**

Question #6: What would warmer water temperatures do to fish as it empties into the lower Issaquah Creek?

p.2 of 2

**DEIS Statement: (p.4-199)**

**"Additionally, the duration of high flows in Issaquah Creek could be prolonged, causing minor scour of the channel substrate and erosion of the channel banks."**

Question#7: What is the long term effects of this scouring and erosion of the substrate and channel banks?

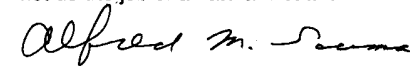
Question#8: If we are experiencing scouring and erosion in the banks now would this not only serve to speed up the problem?

---

**DEIS Statement: (p.4-200)**

**" Additionally, stormwater detention facilities and treatment ponds would be included in the southern portion of the projects area where surface runoff discharges would occur and wetland compensation is proposed for loss of wetland area." (p. 4-200 DEIS)**

Question#9: Wouldn't these stormwater detention facilities simply collect toxins and not do the job of a natural wetland?



Alfred M. Souma  
975 Greenwood Blvd.  
Issaquah, Wa 98027  
Tel:425-391-8121

870-00

To whom it may concern:  
Subject: S.E. Bypass

As a concerned residence of Iss.  
(35 yrs.) We live right off Hobart Rd.  
We hear & see tons of traffic  
everyday - Every time there is an  
accident it bogs down for hours.

We know it's crowded here &  
those outside or newcomers here  
are pushing the bypass -

S.E. Bypass will only cause  
problems - will not solve but  
create -

Alternative transportation public  
transit & carpools would be one  
way - SR 900 is another -

We don't want trucks -

Noise level would accelerate  
increase flooding, affect our  
aquifers - Pollute air & affect  
schools w/ children on playground -

Iss. would look like a cement  
down - Money could be used  
to develop a better solution -

Please hear us & consider  
our suggestion in making  
Issaquah a better & safer  
community -  
Don't let outsiders push  
the panic button

Thank You

Mr. & Mrs. Clea Kanner



Aug. 9, 2000  
751 Greenwood SW  
Issaquah, WA

Robert Brock  
Public Works Director  
City of Issaquah  
P.O. Box 1307  
Issaquah, WA 98027

Dear Sir;

I am writing as a citizen of Issaquah, concerned about the proposed SE bypass from the outlying areas of Issaquah to I-90. I know that the traffic on Front St. is deplorable, but the EPA report predicts that, with the bypass in place, traffic will reach the same state by 2005! I don't want to go for a fast solution that is a temporary solution.

This "solution" has such terrible consequences for education, noise pollution, environmental damage, and air quality. As an educator with 25 years of experience, I cannot imagine the impact of even a two-lane bypass only 150 ft. from classrooms. The windows have to be open for air circulation, and garbage trucks accessing the landfill near Mirrormont will join cars, trucks and motorcycles. There is even a plan for 3 lights, which means that the gear shifting will add to the noise.

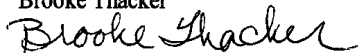
And what about the proposal to build on Class 1 wetlands along Issaquah Creek? Our aquifers are already at record low levels, and the increased development here is putting more of a burden on them as demand for water increases.

I have spoken to hundreds of people in my neighborhood and in local businesses, and once I raised the above concerns, no one said "Oh, well, let's build it anyway since the traffic is so bad." Everyone wants further study, with an emphasis on a regional solution to a regional problem.

Thank you for your consideration of these concerns.

Sincerely,

Brooke Thacker



Bob Brock  
Public Works Director  
City of Issaquah  
1775 12th Ave NW  
Issaquah, WA 98027

08/10/00

RECE

AUG 1

PUBLIC W

Dear Mr. Brock:

I have lived in my home just south of the city limits for nearly 29 years. My family and neighbors have attended numerous meetings regarding the Southeast Bypass for several years. My concern is that we seem to be left out of the DEIS regarding the impact to the residents and valley we live in.

In this fragile valley noise from trucks is bounced off the two mountains, smoke and other pollutants from one side of the valley is experienced by residents on the other side, neighbors already have difficulty entering the Issaquah-Hobart Road, deer and household pets are killed on the road (and Animal Control ignores them for weeks), and serious car accidents bear testament to the safety problems on a curvy road.

I have asked the same question at every open House I have attended: How can you take the southbound traffic off of the SE Bypass and add a stream of cars traveling south on Front Street (many of whom have merged from Second Ave,) and squeeze all of these cars onto the ONE southbound lane of the Issaquah-Hobart Road without creating a recipe for disaster? Increasing the volume of traffic on the Issaquah-Hobart Road by providing the new SE Bypass will only exacerbate the negative conditions. I believe that the city is just taking the traffic problem from Front and Sunset and moving it to the city limits so then it becomes the county's problem. This is unconscionable and NOT SOLVING THE PROBLEM.

I would like to know how the city plans to mitigate the serious consequences to the residents calling Issaquah their home- although living outside the city limits. The resulting increased pollution, noise, congestion and safety issues must be acknowledged and addressed.

Sincerely,



Kristin Pearson-Franks  
24001 SE 103rd St.  
Issaquah, WA 98027

FIRST CHURCH OF CHRIST, SCIENTIST  
P. O. Box 281, Issaquah, WA 98027

August 11, 2000

Mr. Robert Brock, Public Works Director  
City of Issaquah  
P. O. Box 1307  
Issaquah, WA 98027

Dear Mr. Brock:

Our church is located just south of the proposed bypass connection to the Hobart Road on 238th Street. After reading the DEIS and attending many of the community meetings, we have some concerns affecting our property. There is a well on our property serving the church and three houses behind the church. Our concerns are:

1. For the quality of the water in the well. The DEIS on Page S-13 states that "greater overland runoff volumes would result from the proposed project under all development alternatives, resulting in increased vehicular pollutant loads in surface and groundwater....potential water quality impacts as a result of accidental spills of hazardous materials could occur". How do you propose to protect our source?

2. The threat to our groundwater supply. The DEIS states that the water level in the Issaquah aquifer has fallen, and on Page 4-39 states the decline may be because "of increased well withdrawals, loss of recharge due to increased impervious surface coverage in nearby urban areas, and/or climatic change". What will be our water availability if the bypass (more impervious surface) is built? Water needs to be allowed to percolate into the soil - not run off highways.

3. The impact on the neighborhood directly south of the bypass. The DEIS does not deal with the following construction issues: noise, rerouting 238th and 96th and impacts to the stream, Tributary 0199, a class 2 salmon spawning stream directly adjacent to the church property.

Our community expects the final EIS to address these concerns.

Sincerely,

Board of Directors

*Virginia Blodgett*  
Virginia Blodgett, Clerk  
(church phone: (425) 392-8140  
Clerk's home phone: (425) 643-0425)

Copy sent to those on attached list.

Dear Mr. Brock,

August 8, 200~~A~~

Omitted from the Draft Environmental Impact Statement (DEIS) are the impacts a project such as the SE bypass will have on an entire environmental corridor, leading from SR-18, to Front Street, Issaquah.

Front Street in Issaquah is the only geographical area being focused on since 1989 (the Brickhoff studies) as being problematic. There is a failure to admit that this is a regional problem, involving at least, King County.

In an effort to justify the necessity and ease of building a bypass, facts in the DEIS have been obscured and mitigation associated with various aspects of the project have been discreetly misrepresented, or, are outwardly inadequate. To site but a few instances:

#### **Air Quality**

1. The bypass will in fact become a truck route with stop lights, necessitating acceleration/ braking during an estimated 1000 daily trips by heavy trucks, including King County's reintroduced garbage trucks. The DEIS summary, page S-8 & 9, indicates that air quality would not be significantly impacted, therefore mitigation would not be required. False.

#### **Air/Quality**

2. The assertion of the DEIS claiming the bypass provides a rapid entry/ exit through Issaquah while reducing vehicle emissions is false. Three stoplights are proposed within the construction. However, the Issaquah Hobart Rd. currently has 3, and it is not unreasonable to project that another will be needed at Mirromont as traffic increases. This would be a total of 7 stops and starts, creating elevated vehicle emissions along the entire corridor. Statistics existing verify the detrimental health effects of such conditions, with childrens hospitalization for asthma leaping to 34% in the region since the late 1980s, with 470 per 100,000 children. At least part of the rise is due to ozone, which the Draft EIS claims was not necessary to track, nor take measurements & build projections

#### **Noise**

3. The favored route past Issaquah High school, and Clark Elementary does not provide sound barriers. Pages 4-14 to 4-19 report that noise levels at Clark Elementary would increase, from 47 to 57 dB (A ten-fold increase), and noise levels at Issaquah High would increase by 18 & 19 dBA, from 44/45 to 58/63 dBA. However, these numbers do not factor in the increase of truck traffic. None the less, noise barriers were not considered feasible, except with Alternatives 1 & 2. Traffic-control measures, land buffers, realignment of the roadway and insulating the buildings were considered but not found feasible mitigations.

#### **Aquifer/ Water**

4. Drainage and collection ponds scheduled to be built are actually to be built in wetlands and peat bogs of the lower Issaquah aquifer. Proof of this vital geology exceeds the DEIS determinations in a Preliminary Subsurface Exploration and Geotechnical Engineering Study from 1978, prepared by Hart Crowser and Assoc., Seattle.

#### **Aquifer/ Water**

5. Along the Issaquah Hobart Rd./Issaquah Valley, there is no acknowledged need to protect or mitigate. This is a road that runs along wet lands and streams that feed into Issaquah's drinking water, salmon bearing lower waters, and ultimately into Lake Sammamish, which receives 70% of it's water from the Issaquah aquifer. A Hydrogeological Review of the Issaquah Creek Basin prepared by Washington Department of Ecology, 5/5/94, concluded that "the Issaquah Valley Aquifer System as a whole responds akin to one large unconfined aquifer. The hydraulic continuity effect is 100%." What this means is that diesel is more dangerous to groundwater than gasoline. Due, to it's heavier weight it drops to the ground rather than remaining airborne. With the valley's higher than normal rainfall (typically almost double that in Seattle—57"/yr.). diesel combined with gasoline exhaust will have greater impact to streams, native flora & fauna, & people. Being that trucks are not required to have emission tests there is no protection for this degradation.

Current traffic models project that should the bypass be constructed, traffic will revert to current congestion/ emissions (F rating) within a few years after completion. This project is only a multi million dollar, temporary fix, while excluding a currently proven and viable bypass to be found in SR-18/SR-900.

Sincerely,



Erica Paul Haynes  
26307 SE 160th St.  
Issaquah, WA 98027

Bob Brock  
Public Works Director  
City of Issaquah  
1775 12th Ave NW  
Issaquah, WA 98027

August 8, 2000

Dear Mr. Brock:

I have been reading about the Southeast Bypass with a sense of growing concern. As a city resident for the past 14 years I've watched traffic worsen and welcomed the prospect of a sound, comprehensive solution. What I see both in the Draft Environmental Statement and in recent city news leads me to believe that the proposed bypass along any of its intended routes would (1) have environmental impacts too damaging to be justifiable and (2) fail yield a real traffic solution.

The DEIS leads me to believe that the bypass is a very city-centered solution that (1) only moves the bottleneck farther out to Issaquah-Hobart Road and (2) seems to primarily support a new subdivision that would quickly fill the road with new traffic. I lived in Eugene, Oregon way back when they built the beltline to route commuter and truck traffic around the downtown area. The beltline seemed way out in the boonies, but the course of that effort over the past 30 years shows that it was a long-term solution that accommodated future growth. I think that Highway 18 could be a similar beltline and focal point for traffic as regional growth continues eastward. I ask that all concerned with this project work on a countywide solution.

At this point I'm gravely concerned with the prospect of doing anything that further compromises the city's aquifer and wells. The loss of potable water is becoming a critical issue worldwide (most of Africa, much of Eastern Europe, the Middle East, China where in the north the aquifer levels have dropped 8 feet, Mexico City which is literally out of water, etc.). Recent articles in the *Issaquah Press* indicate that the city is overdrawing its water resources. According to the DEIS, proposed routes for the bypass would affect a primary aquifer recharge area. We simply can't afford the consequences of such a shortsighted action. In our community and others every effort must be made to preserve the vegetation on these critical pieces of terrain. Again I see Highway 18 as a better solution.

Note: The Washington State Department of Natural Resources, in their publication, *Our Changing Nature*, states "The state Department of Ecology has determined that about half the state's area now has insufficient water to support all the needs of people, plants and animals. The water in 250 streams is already over-allocated . . . There are approximately 350 lakes and streams closed to further withdrawals. Over-appropriated watersheds . . . are found throughout the state. Most are in counties where population is expected to increase." If the state's water is over-appropriated, where would an additional supply come from long-term?

Aquifer degradation also leads to flooding. It literally turns our drinking water to floodwater. The bypass would be another blow to the city in this respect.

The DEIS also leaves me with concerns about effects of noise and air pollution that our city can ill afford. With the topography—a town sitting in a bowl surrounded by the Plateau on the north, Tiger Mountain to the East, Squak to the south, and Cougar to the west, the amplification of both noise and pollution would be significant. The DEIS fails to adequately address the real impacts to noise and air pollution and the difficulty or impossibility of acceptable mitigation.

The DEIS lays out a project rife with problems not adequately addressed. It also leaves me with a sense that it is a plan strongly backed by developers supporting one another and opening a door for Park Pointe. As a community, we simply have to say, "enough" and do what is right.

Observations also tell me that we have not done nearly enough, in cooperation with the county, to provide viable travel alternatives such as bus routes on Hobart, bicycle paths that are truly safe, bridges for foot and bicycle traffic over the freeways, and incentives to reduce car traffic to and from schools by parents and students. The other day I drive from Factoria to Issaquah on I-90 at 5:15 p.m. The traffic on I-90 and the backups at the eastbound exits made traffic problems on Front Street look like a flyspeck on a much larger and more problematic picture. The right solution, I think, will be a comprehensive one. I would be glad to be part of making that a reality.

Respectfully,

  
Patricia Duke  
375 SE Croston Lane  
Issaquah, WA 98027

August 1, 2000

I am writing to let members of city council, project planners, and others who may have a voice, know of my concerns about the proposed Issaquah Southeast Bypass now that the Draft Environmental Impact Statement has been published.

I'm concerned about noise. The hillside itself will reflect the noise of traffic, and if any retainer walls go up, this will amplify noise all the more. Right now, half way up Squak Mountain you can hear the announcer, the band, etc. during a home football game. The noise from traffic on the bypass will degrade life for much of our community.

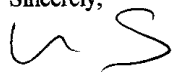
I'm concerned about flooding. I live right downtown, and I have a basement which currently stays dry. The DEIS points to an increased risk of flooding. Our last mayor offered to mitigate flooding by giving away free sand bags. What will you give us? Free hip waders?

I'm also concerned about this being both a bigger road (four lanes along the steepest part) than I'd anticipated and about the fact that it still creates a bottleneck where it runs into Hobart.

And what about Park Pointe? Is that the real motive for this road? Why don't the project planners go ahead and call the proposed southeast bypass Park Pointe Drive? Call it what you will, it looks to me like an access road for this development project.

This letter is a resounding "no" to the proposed SE Issaquah Bypass. Focus on Highway 18 and other alternatives, including a bus route and a Park & Ride on Hobart.

Sincerely,



Michael Marinos  
250 412 0250  
ISS WA 98027

13 August 2000

Robert Brock  
Public Works Director  
City of Issaquah  
P.O. Box 1307  
Issaquah, WA 98027

Dear Mr. Brock:

As citizens of the Issaquah area, we fear that the proposed SE Issaquah Bypass will not provide a long-term solution to a regional problem and in fact will bring severe consequences to Issaquah. Anyone who drives through Issaquah feels the congestion on the roads – and not only during rush hours.

The Draft Environmental Impact Statement does not adequately address NO BUILD alternatives. Commuters from other areas generate much of the traffic congestion in Issaquah; therefore, a multi-jurisdictional solution is necessary. The Final EIS must examine ways to re-educate commuters from the south to use SR 18 to I-90 through use of signage, metering, congestion pricing, lowering the speed limit and adding stops to Issaquah-Hobart Road.

I would like these concerns to be addressed in the Final EIS.

Thank you for your time.

A handwritten signature in black ink, appearing to read 'C. Pydych'.

Christine and Anthony Pydych  
395 Mine Hill Road SW  
Issaquah, WA 98027  
425-427-6560

August 14, 2000

Robert Brock  
Public Works Director  
City of Issaquah  
P.O. Box 1307  
Issaquah, WA 98027

Dear Mr. Brock:

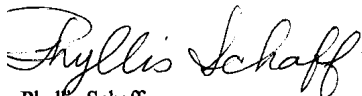
Re: Proposed Southeast Issaquah Bypass

The DEIS Summary, pages S-8 & 9, indicates that air quality would not be significantly impacted therefore mitigation would not be required. This is a transparently flawed assumption.

Kent Swigard of Puget Sound Air Pollution Control (PSAPC) said in a 1990 Issaquah Press article "... small areas between mountains such as Issaquah Valley can collect particularly high levels of ozone. The Draft EIS said that ozone measurements and projections were not necessary!

As far back as 1984, Wayne Elson of EPA conducted an unofficial "hot spot analysis" at Front Street & Sunset Way and found that carbon monoxide levels probably exceeded EPA safe standards even then. According to the Draft EIS, CO levels at that location are already at level "F" (exceeding safe standards). Combined with new traffic on the S.E. Bypass, downtown Issaquah will accumulate far more than the current level of CO.

This extreme health risk to all Issaquah residents, particularly those with allergies, our elderly, and our children, demands mitigation of air quality. **The Final EIS must include accurate air quality data and mitigation.**



Phyllis Schaff  
375 S.E. Bush Street  
Issaquah, WA 98027  
(425) 392-1515



August 14, 2000

Robert Brock  
Public Works Director  
City of Issaquah  
P.O. Box 1307  
Issaquah, WA 98027

Dear Mr. Brock:

Re: Proposed Southeast Issaquah Bypass

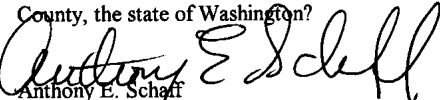
The Draft EIS, p. 4-42

"Flooding has historically occurred in Issaquah Creek and its tributaries, and flooding problems in the vicinity of downtown Issaquah have been severe in recent years. Property losses from flooding in the lower Issaquah Creek sub-basin are among the most extensive in the country. Flooding conditions are projected to worsen as development continues to occur in the Issaquah Creek watershed."

Approximately 2 years ago, I had a phone conversation with a gentleman by the name of Mike Gleason with First Wellington Crown, the developers of Park Pointe. When I expressed concerns that our currently dry basement would flood after the S.E. Bypass and Park Pointe dug into the hillside above us, he agreed that this was "probable". And our property is not even close to being in the "100-year Flood Plan"! The Draft EIS confirms, "Flooding conditions are projected to worsen as development continues to occur in the Issaquah Creek watershed."

Our property assessment has increased 144% and our taxes have increased 153% in 4 years for our 95-year old home on S.E. Bush Street. When our basement is flooded, will our property assessment and taxes DECREASE? I think not!

The Final EIS must give us detailed information about legal responsibility in the event of further or worsening floods resulting in property damage and loss of property values. Who will be held liable for our losses – the developers, the city of Issaquah, King County, the state of Washington?



Anthony E. Schaff  
375 S.E. Bush Street  
Issaquah, WA 98027  
(425) 392-1515

#### COMMENTS OF THE DEIS FOR THE ISSAQUAH BYPASS

1. Water supply—Right now the water table is high enough to keep the forest green and the plants and scrubs in our yard watered. We have an adequate supply of drinking water. Will this change when the wetlands are destroyed?
2. When the land is cleared for Park Pointe, the new housing development that will go in after the bypass, we will get flooded with the run off from the north as well as from Issaquah Creek on the south.
3. Noise and pollution—Pollution hangs in the Issaquah Valley now. More traffic while in gridlock waiting to go on Hobart Road will make the pollution worse. Noise will increase. Hobart Road is only two lanes and there ~~are~~ isn't plans to make it wider.
4. Salmon --- There is a creek south and north of us where the salmon come to spawn. The DEIS doesn't address this problem.

We feel the bypass would create more problems than it would solve.

Thank you for listening.

Fred and Jean Nye  
620 SE Kramer Place  
Issaquah, Wa 98027

Jerry Alb, Director Environmental Services  
Washington State Department of Transportation  
Environmental Affairs Office  
P.O. Box 47331  
Olympia, WA 98504

August 1, 2000

Dear Mr. Alb:

I am writing in response to the Southeast Issaquah Bypass draft EIS. I would like to know how this proposed road was determined to have independent utility.

Without the Sunset Interchange, which was presented as a separate project, The SE bypass would not have independent utility. Under current conditions the traffic could only go East onto I-90 from the bypass which would not serve to reduce congestion for westbound vehicles. Also, eastbound traffic on I-90 could not exit to the bypass under present conditions.

On page 2-2 of the draft EIS, it states:

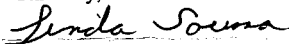
*Should the South SPAR and Sunset Interchange project not be constructed, the Sunset Interchange would be improved to include an eastbound off ramp from I-90 and a westbound on ramp to I-90 as part of the bypass project.*

Adding eastbound and westbound lanes to I-90 is rebuilding the interchange. This makes the bypass NOT an independent utility, but dependent on the reconstruction of the interchange. The collective impacts of both of these projects will cause significant environmental degradation and, therefore, should not have been segmented. (WAC 197-11-060)

Furthermore, the segmenting of the North Spar, the South Spar, the Interchange and the SE Bypass has caused mass misunderstanding. Many citizens are unclear about what has been approved and what still awaits approval.

Could you please explain how the SE Issaquah bypass received documentation for independent utility?

Sincerely,

  
Linda N. Souma  
975 Greenwood Blvd. SW  
Issaquah, WA 98027

cc: Robert Brock  
Don Peterson  
Ron Paananen  
Ava Frisinger  
Fred Kempe  
Fred Butler  
Bill Conley  
Scott Greenberg  
Russell Joe  
David Kappler

August 7, 2000  
Bob Brock, Director of Public Works  
P.O. Box 1307  
Issaquah, WA 98027

Dear Bob Brock,

I am including a list of comments about the DEIS for the Issaquah Bypass. I feel that these points that need clarification or further research. Please submit this list so that these issues may be addressed in the final draft of the EIS.

1)Page S-3, "The traffic forecasting model for the proposed project....includes an assumption that an extensive and consistent array of transportation demand management strategies are incorporated into the project alternatives."

**comments:** The only part of TDM that the city uses is commute trip reduction a very specific, legally required action for employers over 100 people. There has not been, nor is there a current plan in place, nor a draft of a future plan, to uphold this underlying assumption.

2)Page 4-125, "The proposed project is not expected to contribute to local growth in population"

**comments:** This roadway provides access to land zoned single-family housing and then providing, if you are to believe this report, traffic concurrency. These lots, unaddressed for the most part, built out, would certainly increase the population.

3)Traffic Study of Issaquah-Hobart south as it affects both Front Street and Bypass.

**comments:** The study did not address traffic any further south than the Bypass. We know that back-ups come from too many cars on Iss-Hob. Why is this not in the study of traffic flow? If these numbers were included would the Bypass still get a "C" rating?

4)Page4-129, "Noise could disturb some trail users in the West Tiger Mountain/Tradition Plateau NRCA. This impact is expected to limited, however, as noise would diminish as trail users move away from the new road."

**comments:** There were no sound tests done to identify noise impacts on either Tiger Mountain or the Tradition Plateau. As both of these are indicated as "Treasures" in the City's Comprehensive Plan this is a serious oversight.

5)Noise: There were no sound studies done on either Squak Mountain or Issaquah Highlands.

**comments:** The road noise on Squak Mountain is dramatically affected by levels of traffic in the city and on I-90. How much more noise would this add? Would it add noise the Issaquah Highlands?

6)Pages4-146-160. Photos provided inadequate.

**comments:** Where is the conceptual photograph and corresponding visual grading of the view from the plateau? From the air? From Poo Poo Point? From I-90 going E. Why were all of the views chosen, low value? You must look at the change in vistas from the spots of our town Treasures, how else can you judge the impact of the view to those places that the city has defined as MOST important in the comprehensive plan?

7)Page4-133-138, Economic Elements.

**comments:** There are many economic elements left totally unaddressed. How is this project being paid for? What is the potential impact for home owner's taxes? Are there bond issues proposed? What is the city required to do for the developers to get the millions of dollars toward this project. What is the potential for damages if mitigation fails as it impacts the endangered species act? How much money is being spent on mitigation as compared to actual road construction? How much is it going to cost the city to service this road and corresponding new development?

8)Floodplain, Water quality, Wetlands, Vegetation and Wildlife, Fisheries, Hdydrologic and Geology and Soils

**comments:** The costs and impacts of maintaining this road have not been addressed. As one specific example, the raised section of the Bypass will freeze first. Is sanding the method of choice on a road going over a Class 1 wetland? What happens to the sand? In case of flooding around the bypass what is the plan? Sandbags? Traffic Barriers. We must look at this road as a road that the city will be maintaining for many years. How do you maintain a road in the sensitive, endangered species area?

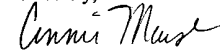
9)History of negotiations with permitting agencies

**comments:** The names of the 3 agencies that initially rejected the plan should be published in this document along with their reasons for rejecting the proposal. Then the specific changes made to the plan to change the minds of these agencies. These people are experts in the field, I would like to hear their opinions.

10)Park Point Development

**comments:** Park Point Development currently has no concurrency certificate, nor would it pass concurrency standards if the Bypass is not built. It is not true to say that Park Point is on line and would only be built out further with the Bypass.

Sincerely,



Connie Marsh  
1175 NW Gilman Blvd #B6  
Issaquah, WA 98027  
(425)392-4908

COMMENTS FOR THE EIS

8-4-00

A SOUTHEAST BYPASS THAT ISN'T!

SOMETIMES, WHEN YOU SEEM TO WIN, YOU ACTUALLY LOSE!

ISSAQUAH'S MAYOR AND CITY COUNCIL, PLEASE CONSIDER THE BYPASS IN THE SIMPLE TERMS PRESENTED AT THE JUNE 6TH ROUND TABLE AND AUGUST 1ST MEETINGS.

FIRST, THE PROBLEM: TOO MUCH TRAFFIC ON FRONT STREET MORNINGS AND AFTERNOONS.

PRO BYPASS:

1. CHAMBER OF COMMERCE. (NOT ALL LIVE HERE).
2. DOWNTOWN BUSINESSES THINKING THIS WILL SOLVE THEIR PARKING/CUSTOMER PROBLEMS.
3. THE POLITICIANS AND ENGINEERING STAFF THINK THIS IS THE SOLUTION TO THE CITY'S TRAFFIC PROBLEMS.

AGAINST THE BYPASS: THE MAJORITY OF THE POPULATION!  
REASONS:

1. MORE TRAFFIC, WATER, AIR AND NOISE POLLUTION.
2. DAMAGE TO THE AESTHETICS OF THE AREA BUT MOST OF ALL, IT WON'T SOLVE THE PROBLEM.

PEOPLE CLEARLY SEE THIS AS AN ARTERIAL, NOT A FREEWAY BYPASS. THREE TRAFFIC LIGHTS BACK UP TRAFFIC. AS IT IS NOW, THERE WILL BE A TOTAL OF SIX LIGHTS FROM HIWAY 18 TO I-90. THAT'S NO BYPASS, THAT IS JUST ANOTHER ARTERIAL.

ANOTHER SMALL ITEM TO BE CONSIDERED IS THE COST. NEVER MIND THE TAXPAYERS BUT WHERE ARE THE FUNDS FOR THE OVERRUN AND EXCESS COSTS?

SINCE MOST OF THE TRAFFIC COMES FROM OTHER SOUTHERN URBAN AND RURAL AREAS, THIS IS A REGIONAL PROBLEM. THE STATE AND COUNTY SHOULD BE PLANNING AND MANAGING A REAL BYPASS. HIWAY 18 SHOULD ALREADY BE A FOUR LANE HIWAY; A REAL BYPASS.

IT IS TWENTY-TWO MINUTES FASTER TO REACH ISSAQUAH/I-90 VIA THE HIWAY 18 SUMMIT. THE SEVEN EXTRA MILES IS DONE AT A 20 MILES PER GALLON HIGHWAY MILEAGE, AS OPPOSED TO 10 TO 15 MILES PER GALLON ON STOP AND GO THROUGH ISSAQUAH'S STOPLIGHTS AND 22 MINUTES FASTER. SELL THAT TO THE PEOPLE SOUTH OF HERE!

YOU ALL KNOW ABOUT THE EXCESS NOISE LEVEL THAT WILL BE DETRIMENTAL TO OUR CHILDREN AT THE HIGH SCHOOL AND CLARK ELEMENTARY.

ONE OF THE ENVIRONMENTAL ASPECTS THAT CANNOT BE IGNORED IS THE ASSAULT TO THE WATER AQUAFIR OF TIGER MOUNTAIN. THE FIBER OPTIC CREW TRIED TO GET THEIR PRODUCT INTO THE HILLSIDE BEFORE THE SUNSET INTERCHANGE MESSED THINGS UP. ALL THEY GOT WAS WATER, AS THEY PUNCHED A HOLE INTO THE MOUNTAIN AQUAFIR. JUST WAIT UNTIL THE HILLSIDE IS SLICED FOR THE BYPASS AND THAT IS BEFORE THEY GET TO THE WETLANDS WHERE THE BEAR AND DEER PLAY.

SOUTHEAST BYPASS

-2-

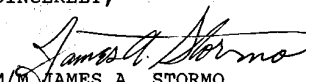
MAYOR AND CITY COUNCIL, AFTER YOU GET YOUR NEW ARTERIAL, YOU WILL STILL HAVE TRAFFIC PROBLEMS YOU NOW HAVE BECAUSE TRAFFIC WILL DOUBLE. CHECK BLACK DIAMOND, KENT, MAPLE VALLEY, COVINGTON, AND AUBURN. SEE JUST HOW MANY NEW HOMES, CONDOS AND NEW PEOPLE WILL RAIN ON YOUR PARADE.

HERE'S WHAT YOU SHOULD DO INSTEAD OF THE BYPASS:

1. YOU SHOULD TEAM UP WITH THE COUNTY, THE STATE AND TRANSIT AND DEMAND ACTION ON THEIR ROADS AND BUS SERVICE.
2. HIWAY 18 SHOULD BE FOUR LANES AS ALSO, SR 900.
3. START LOOKING FOR 2010 SOLUTIONS INSTEAD OF WAITING UNTIL 2030 TO BEGIN LOOKING.

YOU MAY WIN YOUR BYPASS PROJECT BUT THE CITY WILL BE THE LOOSER BIG TIME AND FOR A LONG TIME.

SINCERELY,

  
M/M JAMES A. STORMO  
9227 240TH AVE. S.E.  
ISSAQUAH, WASH.

**Pam Fox**

---

**From:** Bob Brock  
**Sent:** Thursday, August 10, 2000 9:27 AM  
**To:** Pam Fox  
**Subject:** FW: Comments for Southeast Issaquah Bypass DEIS

-----Original Message-----

From: Ronald Timm [mailto:rontimm@earthlink.net]  
Sent: Wednesday, August 09, 2000 3:27 PM  
To: bobb@ci.issaquah.wa.us  
Subject: Comments for Southeast Issaquah Bypass DEIS

Comment 1: Several suitable alternatives have not been considered, these include metering of rush hour traffic on Issaquah-Hobart Hwy. at Hwy 18 (until Hwy. 18 improvements are complete), tunneling the City's preferred corridor to go beneath the GW wetland, and crossing the Latter Day Saint's property as part of the City's preferred corridor. For instance, crossing the LDS church property would reduce the number of residences that need to be relocated and reduce the amount of remaining wetland area to be impacted. Since the church is likely in the original wetland area, it would also provide the City the opportunity to increase the wetland size.

Comment 2: No historical information or baseline data was provided for the GW wetland. Identifying a few seeps (which aren't on the maps) and the existing outflows did not provide evidence that the GW wetland can tolerate any further development. A water budget needs to be determined, along with a comprehensive study of the GW wetland. It must be provided before mitigation measures can be determined to be adequate. For instance detention/infiltration ponds in buffers are no guarantee that water will go where it is needed to sustain the wetland hydrology. The wetland has already been pieced apart by development, thus the City should be planning to revive this area to its previous condition. However, the City has not indicated they know what the GW wetland looked like when it was a natural working ecological system. A 1:1 mitigation effort is a joke and takes the focus away from reviving this wetland to a native condition. A good example of how the City has neglected to understand the wetland ecosystem is the description in the DEIS regarding the culvert that was installed in 1999 within the wetland buffer area (illegally?) to alleviate flooding of adjacent residential property.

Comment 3: The DEIS acknowledges that the Wellington Park Point Development is dependant upon the Bypass being constructed in the City's preferred corridor. However, there is no discussion how that development ties into this construction project, such as what will happen with Park Point stormwater runoff, how infiltration rates to the wetlands will be impacted by the development, or where the main traffic impact areas will be. Furthermore, if this is supposed to be a "bypass", then why is this destined to be a major City arterial thoroughway when the development is complete on both sides?

Comment 4: Since the City acknowledges that the traffic problem extends beyond the City's limit, a description needs to be included of the likely solutions to negative impacts to residents along the Issaquah-Hobart, to Hwy 18. The traffic volume will increase when the 'short-cutting' opportunity is provided. What will the City or other local governments do to mitigate the damages to those residences. For instances, current "pass through" traffic on Issaquah-Hobart increases in the winter because of the increased difficulties of driving over Tiger Mountain Pass, making ingress/egress from Mirromont or Tiger Mountain Road a

1

problem (even a hazard). How will traffic in those areas be mitigated?

Bob Brock  
Public Works Director  
City of Issaquah  
1775 12<sup>th</sup> Ave NW  
Issaquah, WA 98027

08/01/00

**Subject: SE Bypass Proposal Feedback**

Dear Mr. Brock:

The problem of traffic congestion on Front Street is regional in nature; but the "solutions" proposed by the SE Bypass alternatives are local in scope, and therefore cannot fix the problem, they will only delay the recognition of the need for a regional solution. "Alternatives" that have been examined to-date have not been designed to solve the regional problem. The City of Issaquah would be much better served by participating in the design of a regional solution.

A brief review of the alternatives analyses performed in the last 10 years or so reveals an obvious bias to be local:

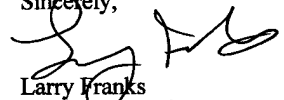
- 1) Parsons Brinckerhoff, 1989
  - Focused on 5 interchanges on I90
  - Examined ways of "serving the transportation needs of Issaquah"
  - Concluded that "improvements" and bypasses were called for
- 2) Parsons Brinckerhoff, 1997
  - Again accepted the Issaquah-only constraint, examined 9 corridors
  - Project Goal #2 even went so far as to state: "[provide] a bypass of the City of Issaquah central business district".
  - Eliminated 8 of the 9 corridors with "identifiable flaws"
  - No larger scope alternatives were apparently considered other than adding a Park-and-Ride or an HOV lane
  - Concluded that the corridor essentially within the City limits warranted additional study
- 3) Parsons Brinckerhoff, 1998
  - Acknowledges that "The accommodation of regional travel demand has overwhelmed the existing transportation systems ability . . ."
  - Goes on to analyze a range of "solutions" again limited to Issaquah

The recurring theme is one of posing small questions and getting small answers. I see no evidence of thinking outside the bounds of this small community other than nods to Park-and-Ride implementation.

A regional traffic solution must greatly reduce the motivation for individual car trips. Whether this takes the form of rail or whatever, I don't know. I do know that the time, energy and dollars spent fine-tuning a small solution would be far better spent in analyzing and solving the larger, regional problem.

At present, we have posed the wrong question; we will get the wrong answer.

Sincerely,

  
Larry Franks  
24001 SE 103<sup>rd</sup> St.  
Issaquah, WA 98027

Cc: ✓ Jerry Alb, Director Environmental Services  
Washington State Department of Transportation  
Environmental Affairs Office  
PO Box 47331  
Olympia, WA 98504

Don Peterson  
Federal Highway Administration  
711 South Capitol Way, Ste 501  
Olympia, WA 98501

Ron Paananen  
King County Engineering Services  
201 S. Jackson Street  
Seattle, WA 98104-3856

Robert Brock, Public Works Director  
City of Issaquah  
1775 12<sup>th</sup> Avenue NE  
Issaquah, WA 98027

Mr. Brock,

The Southeast Bypass EIS addresses many of the concerns I have as a citizen involved with groundwater issues. The general issues of groundwater quantity and quality and specifics of chronic pollutant loading and hazardous material spills within the parameters of the current requirements are discussed adequately. This is what is required but not necessarily what is warranted from a jurisdiction which claims to have the best interest of it's citizens at the forefront.

The proposed SE bypass overlays the immediate Wellhead Protection area for at least one of the City's major production wells and the coordinated Wellhead Protection Area for Issaquah Creek Valley Aquifer. It also overlaps critical aquifer recharge areas and areas of moderate to high potential for contamination. This site also lies within the Aquifer Protection Area that would have been given additional federal protection if the City had not used creative procrastination to postpone applying for the Federal Sole Source Aquifer Designation they recommended in the Issaquah Creek Valley Ground Water Management Plan several years ago.

The draft addresses issues of pollution control with runoff and construction but does not adequately address ongoing maintenance and safeguards for accidental spills. The Issaquah Creek Valley Ground Water Management Plan identified hazardous material spills on the highway as the primary threat to the Valley Aquifer. Issaquah and the Sammamish Plateau Water and Sewer are well aware of the financial requirements for cleaning a leaking gasoline tank above the aquifer having experienced this crisis only a few years ago. This bypass will add additional threats to a fragile resource. It can be done minimizing risks if the City is willing to demand high standards and invest in the constant vigilance needed to protect the aquifer.

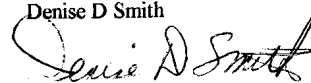
The Issaquah Creek Valley Aquifer is a precious and irreplaceable drinking water resource and a complicated hydrologic system. Recent geologic monitoring, study and theorizing have established the approximate boundaries for critical areas protected by established environmental regulations. Our aquifer is a natural system that has been evolving over the last 10 to 15 thousand years and will continue to evolve in response to insults and natural impacts and these boundaries are evolving as well.. The citizens of

Issaquah expect that you will protect this water resource regardless of its boundaries and the presence or absence of regulations.

I realize traffic is now a major concern for our area and it is understandable that the City would like to respond to its citizen's priorities promptly and frugally. You are charged, however, to do more. The residents of this region expect you to make the hard decisions and to require whatever it takes to safeguard our resources, to prioritize for yourself and for the citizens of Issaquah what is in the public's best interest. You are expected to anticipate potential threats to our water resource and to address them adequately.

Sincerely,

Denise D Smith



425-392-9339



Bob Brock  
Dept. of Public Works

I wish to state that I am against construction of the Southeast Bypass. I believe the traffic problem is a regional problem, and the citizens of Issaquah are being asked to pay for a roadway which does not bypass our city but merely passes through it in a different place (presumably). I believe the noise and air pollution, particularly around the school areas, is very detrimental. I am against the situation which requires a buy-out of six Issaquah family homes. No amount of compensation could cover their losses. I am not convinced that a two lane road that contains traffic signals solve anything when accompanied by both new residential and commercial development.

The expressed purpose of the bypass is to relieve morning and evening congestion on Front St. In my opinion, morning traffic northbound will back-up on I-90 in an attempt to gain access to Front St / E. Lake Sammamish Parkway. Should this occur, traffic will again attempt to use Hobart road via Front St. through the city. Evening traffic headed South via E. Lake Sammamish Pkwy. is supposedly to access I-90 in a one lane left turn roadway which can hold approximately 6 cars. When it overflows into the center lane (which goes South on Front St, etc to Hobart Rd.) what incentive will be used to cause drivers to access I-90 eastbound & then use the bypass versus using Front St / Hobart Rd. ?? Will there be signage to restrict using Front St. ?? Further, have

traffic modules been designed with the type of development now planned for the Freegard property. ?? The amount of roadway in this area is very limited between Vaughn Hill Rd. & S.E. 56th St. when considering that additional traffic signals are required to accommodate turn ~~lanes~~ lanes?

In my opinion, consideration should have been given to moving traffic at the Melman Blvd./Front St. intersection to use Melman Blvd. East to access I-90 eastbound.

Sincerely,

Harold W. Tate  
380 N. E Birch St  
Issaquah, Wa

August 14, 2000

Robert Brock, Public Works Director  
City of Issaquah  
P.O. Box 1307  
Issaquah, WA 98027

Jerry Alb, Director Environmental Services  
Washington State Department of Transportation  
Environmental Affairs Office  
P.O. Box 47331  
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Ron Paananen  
King County Engineering Services  
201 S. Jackson Street  
Seattle, WA 98104-3856

Loree Randall, Project Manager  
Department of Ecology  
P.O. Box 47600  
Olympia, WA 98504-7600

Dear Mr. Brock, Mr. Alb, Mr. Peterson, Mr. Paananen, and Ms. Randall:

Developers and Urban Interests have maneuvered Issaquah into providing facilities for pass-through traffic under the guise of relieving gridlock on historic Front Street. However, the Draft Environmental Impact Statement for the SE Issaquah Bypass states repeatedly, it is for present and future development, both north and south of the City. Surveys show that the majority of these commuters neither work, shop nor recreate here. They are only passing through.

More accurately, the title for this project should be SE Issaquah Pass-Through, and not Bypass! The draft document omits the fact that this road would accommodate commercial traffic including fleets of King County garbage truck on their way to and from the Cedar Hills landfill. These vehicles are presently prohibited from Issaquah streets.

This traffic problem is regional, not local, and existing solutions should be coordinated with King County and implemented before building another road. This project is especially costly, not only in dollars, but in irreplaceable environment and quality of life issues.

Most important is further loss of recharge areas for Issaquah's dwindling water supply systems and Lake Sammamish. The impacts on Issaquah Creek and its endangered salmon, particularly the northern and southern parts of this project, are not adequately addressed as well as the increased flooding issues.

\* Existing alternatives, according to GMA, SEPA, and federal regulations, should be not only explored but implemented before—not after—proceeding with such projects. These alternatives are:

1. Utilizing 2<sup>nd</sup> Ave SE as an existing bypass for Front St. Instead of building a new arterial east of the schools, why not use the existing, essentially 4-lane road west of the schools? Presently the City is providing the schools with free parking on its streets so the youth can drive their cars to school. The wave of not and the future must be carpooling and busing. Second Ave. is practically empty when school is not in session. Get the children turned onto using school buses and carpools.

Other alternatives must be worked out in cooperation with King County.

2. Park & Ride lots and bus service to growth areas south of the City are needed to transport commuters through the narrow Issaquah Valley.
3. Highways SR18 and SR900 and May Valley Road need to be widened and engineered to safely accommodate more traffic. These roads are presently in need of completion and further work to handle growth. This should be done first, before building more roads.

The SE Issaquah Bypass proposal is presented as a project separate from the Sunset Interchange. However an agreement signed by the King County Executive, Issaquah Mayor, and Port Blakely Enterprises a decade ago stipulates that Grand Ridge Developments, the North and South SPARs, the Sunset Interchange and the SE Issaquah Bypass were all one coordinated project. The City agreed to serve as lead agency for both the Interchange and the Bypass. Since then, the Grand Ridge Development (now called Issaquah Highlands), the North SPAR, the South SPAR, and Sunset Interchange have all been approved separately. Now the Draft EIS is before us describing a separate project.

This is called "segmenting," or phased review, and is not appropriate when, according to WAC Title 197-11-060 (5)(d)—

(ii) "It would merely divide a larger system into exempted fragments or avoid discussion of cumulative impacts; or

(iii) "It would segment and avoid present consideration of proposals and their impacts that are required to be evaluated in a single environmental document under WAC 197-11-060(3)(b) or 197-11-305(1)."

These concerns and comments must be addressed in the Final EIS for the SE Issaquah Bypass.

Sincerely,

Ruth A. Kees  
9506 240<sup>th</sup> Ave. SE  
Issaquah, WA 98027-4714

August 15, 2000

Robert Brock, Public Works Director  
City of Issaquah  
P.O. Box 1307  
Issaquah, WA 98027

Dear Mr. Brock:

Please consider the following letter as comments on the Draft EIS for the SE Issaquah Bypass which would require a response in the Final EIS.

Dr. Janet Barry, Superintendent  
Doug Snyder, Assistant Superintendent, Operations  
Jan Woldseth, Board of Directors  
Connie Fletcher, Board of Directors  
Leslie Austin, Board of Directors  
Mary Scott, Board of Directors  
Barbara de Michele, Board of Directors

Dear Dr. Barry, Mr. Snyder, and Board Members:

After reading the Draft Environmental Impact Statement for the SE Bypass in Issaquah, I have several concerns that I do not feel were appropriately addressed.

Table 4-6 I happened to <sup>know</sup> a 10dBA increase in noise is actually double the amount of noise, however this is no common knowledge to most interested readers. I request that you add a table that shows the actual noise change as a percentage increase or decrease of the current noise levels. This way, citizens can get a more accurate picture of the noise impact of the proposed bypass.

#### Table 4-6

Not enough information was given on the inputs <sup>that</sup> were used to create the estimated traffic noise levels for the year 2015.

- Other than the developments listed in the "Southeast Bypass EIS Final Transportation Technical Report", was growth in the county taken into consideration?
- Did it take into consideration increased heavy truck use from, especially from King County garbage trucks that will make this their new route to the dump?
- Did the modeling for 2015 take into consideration the proliferation of cars equipped with large stereo's whose bass can be heard for a considerable distance? The intense use of large bass speakers has been a recent development and could have a considerable impact on expected noise increases.

#### Page 4-11

The DEIS states:

*"The FHWA noise abatement criteria are noise guidelines that specify exterior Leq(h) noise levels for various land activity categories. For receptors where serenity and quiet are of extraordinary significance, the noise criterion is 57 dBA. For residences, parks, schools, churches, and similar areas, the noise criterion is 67 dBA. For other developed lands, the noise criterion is 72 dBA."*

Looking at table 4-6 shows that most of the receptors on all of the alternatives approach or exceed these guidelines. And of the 6 alternatives only two provide any partial noise abatement remedies. Since little if any noise abatement is being planned, how can the bypass be built when noise levels are surpassing FHWA standards? The Draft EIS does not clarify this discrepancy.

#### Page 4-9

The DEIS gives a description of noise, however, the effect on increasing the amount of noise on both physical and mental health was not discussed. Also the effects of increased noise on students was not discussed (concentration, test

scores etc.), and the effect of increased road noise on wildlife was not discussed. Please give a thorough explanation of each of these topics, focusing on what effect the noise will have when it doubles or quadruples from current levels.

#### Table 4-5

It appears that the County has been excluded from this Draft EIS. This is not just an Issaquah problem; you must also study the impact on the county as well. For example, I would very much like to see what noise impact the bypass will have on the nearby county residences, and what steps will be taken for noise abatement where the dBA meets or exceeds the FHWA guidelines.

#### Figure 4-2

Why were only 9 of the 16 noise receptor locations actually measured to obtain current noise levels? (the rest were "modeled").

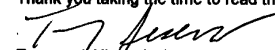
#### DEIS Page S-13

States that mitigation measures (same on alternatives 1-6): Stormwater treatment facilities would be provided consistent with local regulations. The use of pesticides and fertilizers in landscape maintenance would be minimized. Oil/water separators would be provided in catch basins to facilitate spill containment and cleanup. Warning signs could be posted for trucks and other vehicles to avoid tipping on curves and accidental spills.

I would like the EIS to describe what would happen if a full gas tanker truck over-turned and spilled it's contents on the bypass. What would be the damage from such a spill? Would it be catastrophic to our drinking water?

In closing, I have serious concerns about the bypass and its long-term effects on our community. I think Issaquah has been led to believe that the bypass is a "silver bullet" that will solve our traffic problems, when in reality the DEIS shows that in just five years traffic on Front Street will have returned to current (y2000) levels. There are numerous studies (including from the EPA) demonstrating that by-and-large communities cannot build roads to solve traffic problems - building roads just increases traffic. I feel that Issaquah needs to work with the county to find a regional solution to this problem. Issaquah must be progressive and find innovative solutions. I would also urge you to involve the community (including your county neighbors) in this process. We are concerned, and we are eager to help find real solutions to our traffic problems.

Thank you taking the time to read this letter.

  
Terry and Alison Jeske  
10011 238<sup>th</sup> Way SE  
Issaquah WA, 98027

PHILLIPS  
McCULLOUGH  
WILSON  
HILL &  
FIKSO  
A PROFESSIONAL  
SERVICE CORPORATION

LAW OFFICES

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SEATTLE, WASHINGTON  
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JOHN C. McCULLOUGH

August 15, 2000

Robert Brock  
Public Works Director  
City of Issaquah  
Public Works Department  
1775 12th Avenue NE  
Issaquah, Washington 98027

Re: Southeast Issaquah Bypass  
Comments on Draft Environmental Impact Statement

Dear Mr. Brock:

We represent Wellington Parkpointe LLC ("Wellington") and are writing to provide comments on the draft environmental impact statement ("DEIS") issued in June 2000 for the Southeast Issaquah Bypass ("Bypass") project. Wellington is the owner and developer of a proposed urban village project in the City of Issaquah, known as "Parkpointe."

Our comments are as follows:

1. **Parkpointe Project.** The preferred alternative for the Parkpointe project now includes 640 residential units (of which approximately 130 are anticipated to be assisted living units), approximately 164,000 square feet of professional and administrative office, and approximately 6,000 square feet of commercial/retail. The assumptions used in the DEIS (for example, on pages 41 and 43 of the "Supplemental Transportation Technical Memorandum (March 2000)" included in Appendix D) should be updated to reflect this development program. It is still anticipated that Parkpointe will be fully built out by year 2005.
2. **Access Locations.** The preferred alternative for Parkpointe includes two access locations on the Bypass, as shown on the attached exhibit. The north access location is located further north from that shown in the DEIS, and a second access location is proposed to be located further to the south. We understand that the location and potential operating restrictions on this southern access will be the subject of review in the Parkpointe environmental

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Robert Brock  
August 15, 2000  
Page 2

impact statement. The DEIS, however, should reflect the potential for this second access and the proper location of the north access.

In addition, the DEIS (in the Supplemental Transportation Technical Memorandum, page 114) indicates that a "number of local access options were investigated to serve the Parkpointe proposed development, the Issaquah Sportsmen's Club and the School District." It appears that local access options apparently included connection to existing Evans Street, and one using the existing railroad grade. The Technical Memorandum indicates that both such local access options were determined to be "viable" and that the Bypass alternatives would "remain generally the same with or without the local access options." The final EIS should indicate where these local access points would be located on the Bypass, and how they would provide service to adjoining ownerships. It is possible, for example, that the proposed Evans Street connection could be coordinated with the relocated north access to Parkpointe, and could provide local access to both the Sportsmen's Club and the School District.

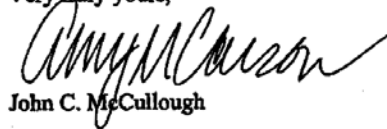
3. **Sportsmen's Club.** The DEIS evaluates the potential impacts of the bypass on the Sportsmen's Club, but fails to evaluate the impacts that will result to the Bypass from its proximity to the Club and the shooting activities that occur there. The FEIS should review the potential safety impacts associated with the proximity of the Bypass and the Sportsmen's Club.
4. **Wetlands.** The DEIS includes a wetland delineation for the southern 35 acres of the Parkpointe property. This delineation is inconsistent with previous delineations prepared by Wellington for the Parkpointe property, and in particular, it significantly expands the areas of that property shown as wetland. The expanded wetland areas are, in many cases at locations not prepared to be impacted by the Bypass. We understand that the Issaquah Parks Department may be interested in the acquisition of certain portions of this property for active park facilities, and Wellington believes that certain of the areas shown as wetlands do not properly qualify under the applicable wetland criteria. The FEIS should indicate that wetland boundaries shown in the DEIS are approximate, and are subject to field verification, particularly in areas that are not proposed to be impacted under any of the Bypass alternatives.
5. **Stormwater.** The FEIS should more clearly indicate the location and manner of treatment for the stormwater from the Bypass, including location and site area required for proposed stormwater facilities.
6. **Right-of-Way Acquisition.** The DEIS includes a spreadsheet showing the proposed locations of right-of-way acquisition for the various Bypass alternatives. (See Table 4-17). Wellington requests that it have the

Robert Brock  
August 15, 2000  
Page 3

opportunity to review the survey or other data on which the right-of-way acquisition assumptions (by parcel) are based, so that it can determine likely effects on such taking on the Parkpointe property. Wellington reserves the right to provide further comments on this issue.

We appreciate the opportunity to provide these comments on the DEIS.

Very truly yours,



*JCM*  
John C. McCullough

JCM:amc

cc: Wellington Parkpointe LLC

August 14, 2000

Robert Brock, Public Works Director  
City of Issaquah  
P.O. Box 1307  
Issaquah, WA 98027

Jerry Alb, Director Environmental Services  
Washington State Department of Transportation  
Environmental Affairs Office  
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Ron Paananen  
King County Engineering Services  
201 S. Jackson Street  
Seattle, WA 98104-3856

Loree Randall, Project Manager  
Department of Ecology  
P.O. Box 47600  
Olympia, WA 98504-7600

Dear Mr. Brock, Mr. Alb, Mr. Peterson, Mr. Paananen, and Ms. Randall:

I would like to thank you for the opportunity and submit my comments written below and in the two attached letters to be addressed by the Final EIS for the proposed SE Issaquah Bypass.

RE: DISPLACEMENT & RELOCATION

- The DEIS (page 4-136-138) states that no residences would be displaced with Alternatives 2, 4, 6 and that up to 6 single family homes would be displaced along 6<sup>th</sup> Ave SE and SE Lewis Ln. However, south of the City limits, the proposed project would take at least one house on 238<sup>th</sup> Way SE and property from two other residents. By culverting and relocating Tributary 0199, the property of the Christian Science Church would also be affected.

***The FEIS must document the impacts to homes and property south of the City limits as well as the financial impact of these impacts to the total project budget.***

RE: AIR POLLUTION

- Wayne Elson of EPA conducted an unofficial "hot spot analysis" at Front St & Sunset Way in 1984 and found even then that "carbon monoxide levels at the intersection probably exceed EPA safe standards during peak traffic levels. According to the Draft EIS, CO levels at that location are currently at a level F (exceeding safe standards). CO from Front St. traffic combined with a new source of CO on the SE Bypass would cause downtown Issaquah & south to Issaquah-Hobart Rd. to accumulate almost double the current level of CO. This is a health risk to residents, our children in nearby schools, and shoppers.

- Kent Swigard of Puget Sound Air Pollution Control (PSAPC) said in an Issaquah Press article, 5/23/90, "...small areas between mountains such as Issaquah Valley can collect particularly high levels of ozone..." The Draft EIS said that ozone measurements & projections were not necessary.
- The SE Bypass is purported to improve air quality & fuel conservation in Issaquah by leading to fewer cars backed up on Front St. Traffic volume data is outdated (1994& 1996). Look at new traffic potential for the downtown Issaquah area:
  1. 3950 residences in Highlands,
  2. 565 residences in Park Pointe,
  3. PLUS the traffic to & from several million square feet of commercial & retail in those developments,
  4. PLUS other developments already under construction, all producing an average 10 auto trips/day,
  5. PLUS increased commuter traffic using Issaquah-Hobart Rd. to get to I-90 & Redmond,Instead, the SE Bypass would create a "toxic tunnel" over the entire eastern portion of town.
- Patrick Mazza, Climate Solutions writer/researcher & Eben Fodor, author, write (New Society, 1999):

"The National Vehicle & Fuel Emissions Laboratory reports that even with today's pollution control equipment, the average passenger car annually pumps 557 pounds of carbon monoxide, 75 pounds of volatile organic compounds & 39 pounds of nitrogen oxide into the atmosphere....Around 60% of Puget Sound air pollution comes out of a car or truck tailpipe.

"More people driving more cars is driving the Puget Sound region out of compliance with tightening federal clean air rules that cap lung-searing, ground-level ozone. That threatens the region with costly new restrictions on business, drivers, even lawn mowing. Atlanta, already over the line, has temporarily lost federal funding for 60 highway projects."

"By making people drive longer distances, sprawl is endangering everybody's health. Children are especially vulnerable. Their hospitalization for asthma leapt 34% in the region since the late 1980s, to 470 per 100,000 children. At least part of the rise is due to ozone."

***The FEIS must show how these assertions are not be true and that carbon monoxide and ozone controls would not be necessary for the proposed SE Bypass.***

RE: RECREATION, AESTHETICS, & NATURAL AREAS

- As stated at the June 6, 2000 Roundtable Meeting, Department of Natural Resources opposes ANY taking of their land.

***The FEIS must show how DNR property would be enhanced by the proposed SE Bypass.***

- The DEIS speaks of Insufficient Issaquah Area Multi-Modal Transportation Opportunities (page 1-5). ... "The designs of Southeast Issaquah Bypass alternatives include components to support non-motorized modes of transportation, including connections to existing trails that are consistent with the community's plans to enhance multi-modal transportation opportunities... If connected to the South SPAR/ Sunset Interchange, the Southeast Issaquah Bypass would create opportunities for new facilities to help provide links to complete a comprehensive trail system that would allow pedestrians and cyclists to move easily between regions of the Greater Issaquah Area." This discussion refers to recreation-only trail connections. These "opportunities" to "enhance" multi-modal transportation are misleading at best. There are no possibilities to encourage fewer car trips within the proposed designs.

- Bike lanes & sidewalks would be included only at the north end of the proposed Bypass. This would only further discourage alternative modes of transportation. For sure the proposed 565 residences in Park Pointe would have no alternative but to drive out of their development, slowing Bypass traffic & adding to downtown congestion. According to the City's Master Transportation Plan, new projects should encourage alternative users.

***The FEIS must detail the number of car trips eliminated by the construction of the proposed SE Bypass.***

- The DEIS speaks only briefly of providing new trail connections. (Pages 4-113 to 4-115) It does not address whether there would be temporary access during construction, how new connections would be sited, if/how trail users would be involved in their design.

***The FEIS must show new trail connections at least as convenient as they currently are regarding location and parking as well as how access would be obtained during construction.***

- The newly discussed, raised viaduct at the north end of the project, along with concrete containment walls, would be an eyesore to residents traveling or looking to the east of town.
- With DOT funding withdrawn for naturally landscaping water detention ponds, these would become holes-in-the-ground with chain link fences & weeds surrounding them.

***The FEIS must show vertical profiling for the proposed SE Bypass. It must detail how several of Issaquah's Treasures, #4 Issaquah Alps Trails, #8 the view of Tiger Mountain and the green hills going east on I-90, #17 Lake Tradition and Tradition Plateau, #23 Wild places for indigenous wildlife would be maintained through construction and operation of the proposed SE Bypass.***

- The DEIS makes no mention of wildlife corridors. The abundance of wildlife on Tiger Mt.— bears, cougar, deer, small mammals who tend to regularly visit their neighbors in the City— would be cut off from natural habitat & displaced.

***The FEIS must address means of allowing and enhancing movement from the City across or under the roadway to Tiger Mt. for wildlife.***

RE: SALMON

- Patrick Mazza, Climate Solutions writer/researcher & Eben Fodor, author, write: "Climate change, to which sprawl-driven auto pollution is one of the greatest single contributors, stands to further intensify the impact of sprawl on water flows, and to hit salmon in the ocean and their birth streams. It could be the straw that broke the salmon's back."  
"... a natural forest shapes the flow of water through it. Entering from the sky as rainfall, much moisture is caught in trees & duff, the layer of debris covering the forest floor. The process of evapotranspiration returns almost half the moisture directly to the sky. Water that does make it to streams generally runs beneath the surface, and can take weeks or months to get there."  
"For salmon down in the streams, that steady subsurface supply is ideal. It keeps waterways from drying up & limits flood surges that scour gravels where they deposit their eggs. It carries little of the sediment that can clog those gravels & make successful reproduction impossible. The forest also shades waters from salmon-killing heat, & provides a steady supply of dead branches & logs, building materials for pools where many salmon, notably coho, take shelter."

With increased impervious surfaces from building & road projects, "Trees & duff are no longer present to sponge up rainfall."

"Water that might have gracefully seeped to streams over months instead arrives in hours. Two to five times more water rolls off during peak rainfall runoffs. Flow magnitudes generally run five to 10 times longer. Flows powerful enough to carry sediment & disturb habitat come 10 times more frequently...."

"... And there's a double whammy. Since water flows out instead of recharging groundwater, it is no longer available to fill those larger channels during the summer dry spell. That sets up salmon-killing conditions. For salmon one year of dry streambed is not a statistical blip but an extinction threat."

- The Endangered Species Act's new 4(d) rules, effective January 1, 2001, leaves communities vulnerable to lawsuits if their actions could be considered threatening to salmon.

***Given the recent publicity regarding Issaquah Creek's diminished flow patterns throughout the creek system (Issaquah Press, 8/9/00) and the fact that Issaquah Creek/Salmon Run is the #1 Issaquah Treasure, the DEIS must document the ability of the design and build team to have zero impact to the Issaquah Creek System.***

RE: FLOODING

- Project planners are using outdated FEMA maps. 100 yr flood plain limits are actually only 25 year flood limits, according to Army Corps of Engineers, 1/30/87, therefore 100 year flood lines are seriously understated.

***The FEIS must show new 25- and 100-year flood limits within the proposed SE Bypass project area.***

- "Through the '80s & into the early '90s, 'We knew there were big time impacts of urbanization on streams, but thought we could mitigate most of them with proper water storage,' says hydrological engineer Tom Holz."

"Wetlands are vitally important for water storage. Removal of wetlands can result in 80% greater flood peaks. Only 5% wetlands cover in a watershed can cut flood peaks by 50%. So wetlands mitigation is mandated for development. But a 1998 King County study raises questions about its effectiveness."

A Department of Development & Environmental Services team looked at 40 mitigation sites tied to commercial & residential development. Nine had not even been installed, while two others were too new for evaluation. Of the 29 remaining, 79% did not meet performance standards. Judged by the criteria of whether they fully replaced the natural services provided by previous wetlands, all but one, or 97%, failed."

"... such a record calls into question whether remaining wetlands should be disturbed at all."

***The FEIS must show how wetlands mitigation would effectively control flooding, both in the south project area and north along Issaquah Creek.***

- Increased flooding at the intersection of the proposed SE Issaquah Bypass with Front St., SE 96<sup>th</sup> & 238<sup>th</sup> Way SE due to increased impervious & compacted surfaces would impact the city budget with buy-outs, flood control & clean up measures, as well as potential litigation.

***The FEIS must show documentation that flooding at SE 96<sup>th</sup>, 238<sup>th</sup> Way SE, Front St. and 6<sup>th</sup> Ave would be eliminated.***



RE: WATER

- A Hydrogeological Review of the Issaquah Creek Basin prepared by Washington Department of Ecology, 5/5/94, concluded that "the Issaquah Valley Aquifer System as a whole responds akin to one large unconfined aquifer....The hydraulic continuity effect is 100%."
- The Water Resources Inventory for Area 8: Cedar-Sammamish Watershed also prepared by WA DOE on 3/15/95 identified that the Issaquah Valley Aquifer consists of three main aquifer zones in hydraulic continuity with each other & Issaquah Creek. Based on this information, the Issaquah Creek Valley Ground Water Management Committee and Rivers & Streams Board recommended in 1996 that Issaquah apply for "Sole Source Aquifer" status, which would mandate the protection of our aquifer & recharge areas. The City chose not to apply for "Sole Source" designation because it would mean that partially federally funded projects (such as a freeway or interchange) must include ground water protection measures
- The DOE Inventory further stated that "there has been a gradual 3-foot average ground water decline over the period 1981 through 1994" and that this trend suggests dewatering due to "increased groundwater withdrawals, loss of infiltration (recharge) due to urbanization, and decreased precipitation."
- Data compiled for the 6/21/97 King County Water Supply Workshop indicated that "summer flows in Issaquah Creek are lower now than they were 20 years ago & continue to decline."
- Additional evidence shows that ground water levels in the Issaquah Valley Aquifer are declining—ground water is being consumed faster than it is being recharged, due to urbanization paving over infiltration areas.
- The proposed SE Issaquah Bypass is necessary to provide concurrency for the proposed Park Pointe development. This development would bring 565 new housing units, with 2 cars each, as well as office and retail locations generating car trips and paving over significant parts of the remaining recharge areas.

***The FEIS must provide data to back up DEIS assertions that "an increase in groundwater recharge also would occur in the project area." The FEIS must show how groundwater resources could have better than their current recharge values and that Issaquah Creek levels would be unaffected. The FEIS must show no impacts to Issaquah's Treasure # 14, the Issaquah Valley Aquifer.***

- With regard to DOE, King County and City of Issaquah Shoreline Substantial Development, Conditional Use & Variance Permits, the DEIS does not describe the nature of variance required. The area at the south end of the proposed SE Bypass has cumulative impacts to Issaquah Creek and the Issaquah Valley Aquifer.
- Currently, heavy trucks are prohibited from Front St. to Issaquah-Hobart Rd. The SE Issaquah Bypass would again allow truck traffic driving south from I-90 to Issaquah-Hobart Rd. Diesel is more dangerous to groundwater than gasoline because it's heavier and drops to the ground rather than staying in the air. Trucks are not required to have emission tests. With the Issaquah Valley's higher than normal rainfall (typically almost double that in Seattle—57" /yr), diesel combined with gasoline exhaust will have greater impact to streams, our aquifer, native flora, fauna, and people.

***The FEIS must describe the variance(s) required for Shoreline permits. The FEIS must show how particulate pollution would be eliminated in the project area.***

RE: ALTERNATIVES

- The DEIS does not consider SR18 from Issaquah-Hobart Rd. to I-90 as an alternative to the proposed SE Bypass.
- NO BUILD alternatives are considered separately, not in combination, which is how they could be effective. No one alternative can solve the problem of Issaquah's traffic congestion.

***The FEIS must show studies or data that support the position that SR18 won't relieve Issaquah traffic. The FEIS must consider NO BUILD alternatives as a combination.***

MISCELLANEOUS QUESTIONS AND CONCERNS:

- Does the Park Pointe agreement to contribute \$2M to the project include land donation or does it stand alone in addition to the property donated for the part of the proposed SE Bypass that would cross Park Pointe?

***The DEIS must detail the funding that has been allocated to the proposed SE Bypass and how much would be paid by Issaquah taxpayers in bond or tax increases.***

***The DEIS must look at Issaquah traffic in the long-term. Instead of trying to get rid of the traffic, which is impossible, it should try to find ways to make it more merchant- and resident-friendly and encourage commuters to use alternate routes or modes of transportation.***

Thank you for the opportunity to comment on the DEIS. I am requesting a formal response to these and the attached concerns.

Sincerely,

Barbara Shelton  
23851 SE 98<sup>th</sup> Pl  
Issaquah, WA 98027  
Sheltons@wolffenet.com

**495 SE Sycamore Lane  
Issaquah, Washington 98027**

August 15, 2000

Mr. Robert Brock  
Director of Public Works  
City of Issaquah  
1775 12<sup>th</sup> Ave NW  
Issaquah, Washington 98027

Dear Mr. Brock:

I wish to comment on the Southeast Issaquah Bypass Draft Environmental Impact Statement published June, 2000.

I believe the analysis fails for the following reasons:

- 1) It will not solve the problems it seeks to address and will actually worsen conditions.
- 2) It will cause serious harm to the environment.

The bypass seeks to reduce traffic flows through the City of Issaquah by providing an alternate route. Unfortunately, that route simply passes the problem to Issaquah-Hobart road and south. For the bypass to work, Issaquah-Hobart road must be widened to four or more lanes. This is clearly obvious from simple observations of evening traffic flows that regularly come to a halt or near halt from well north of the proposed intersection of Issaquah-Hobart road. This problem has been acknowledged by several City of Issaquah council members and officials, notably by Fred Kempe, City Council President, at a bypass meeting at the Mormon Church. It simply will not work to add additional capacity to a road system that is already failing. It is my understanding that regulations require for the EIS to encompass the effect of adding this flow to a road system already in failure mode.

Environmental harm will occur for several reasons. They include automobile emissions, noise, and loss of aquifer recharge areas. The effect of automobile emission increases requires detailed analyses that take cognizance of the types of vehicles and the time spent idling. This has not been done and must be done with full account of the effect of a widened Issaquah-Hobart road south of the City of Issaquah south limit. The noise estimates provided by the consultants simply make no sense and must be revised in such a way that they take into consideration the increased traffic flows and change in number and type of trucks (e.g., to Cedar Grove). The damage to the aquifer is simply unacceptable at a time when the City of Issaquah and King County are failing to control development along the creek and in sensitive recharge areas. The article in this week's Issaquah Press makes this very, very clear. The development above Issaquah High School that will be enabled by the bypass will seriously and irrevocably damage the aquifer and for this reason alone, the bypass should not be built. The sensitive areas in the vicinity of the proposed intersection with Issaquah-Hobart road will require elevated roads and, properly, reconstruction and elevation of the section of Issaquah-Hobart road immediately north of the intersection.

In summary, the bypass is doomed from the start. It will not solve the problems it is designed to address and it will create much greater problems. By the most optimistic estimates it will improve traffic flow for two or three years before Issaquah once again reverts to its current state of gridlock. The EIS must be expanded and take the above issues into consideration. Ultimately the bypass project must be abandoned and efforts directed to improving traffic flows within the City of Issaquah, as proposed by former council member, Harris Atkins.

Sincerely,



Cindy and Gerald Klein  
Phone: 425-557-0939

July 31, 2000

Robert Whitbeck  
1554 Hillside Dr SE  
Issaquah WA 98027  
(425) 427-6680

Robert Brock  
Public Works Director  
Issaquah Public Works Department  
1775 12<sup>th</sup> Ave NE  
Issaquah WA 98027

Subject – Comments and Questions on the Draft EIS, SE Issaquah By-pass Project

These comments are offered in support of Option 7, the no-build alternative and in opposition to the Preferred Alternative listed in the present Draft EIS (Alternative 4).

- 1) **Note on Need of this Project** – The EIS does not adequately address that this projects sole justification is the mitigation of rush hour traffic on Front Street in downtown Issaquah. This is not a 24 hour a day problem with congestion only occurring during limited rush hour times. It is absurd that it is proposed that \$20 million or more be used to attempt to address a rush hour traffic situation that only adds 5 to 10 minutes of commute time per day. The EIS should be clear of the reasoning for the need of a by-pass in the first place. **It is suggested** that more detail of the problem be added to the section titled "Purpose of Proposed Action".
- 2) **Highway Capacity** – The EIS should address that improvement in traffic flow in Issaquah is NOT expected. Expansion of the highway capacity through town will only encourage more traffic generation in the unincorporated areas of King County south of Issaquah along the Issaquah-Hobart Highway. This position is based on the following:
  - a) It is generally accepted by traffic engineers that expansion of highway capacity does little to decrease traffic, but rather it encourages additional trips. It would be expected that all new capacity will be used up in short order without solving the current traffic problem on Front Street.
  - b) With the completion of the Bypass, it is expected that the number of automobile trips between the area south of Issaquah and I-90 will increase dramatically as more housing is built, in part because of the building of the By-pass.
  - c) As the Bypass becomes increasingly congested, traffic will divert back to Front Street in Issaquah to avoid the expected slow traffic at the Sunset Interchange.
  - d) The end result will be the same traffic congestion as seen today in Issaquah, with an additional amount of traffic congestion on the new by-pass contributing to Noise, Air and Water pollution.**It is suggested** that the section of the EIS titled "Need for Proposed Action" be updated to reflect the minimal or negative gains expected from this project in the area of reduced traffic congestion.

- 3) **King County Growth Management Plan** – The impact to the King County Growth management Plan has not been adequately addressed in this EIS. Expansion of road capacity through Issaquah will violate the intent of the King County Growth Management Plan by enabling and encouraging increasingly dense housing developments in the area south and southeast of Issaquah. **It is suggested** that a new section be added to the EIS to address the impact on the county wide growth plan if this highway project is completed and continues to drive development further into rural areas.
- 4) **Issaquah Creek Wetlands** - This Environmental Impact Statement grossly underestimates the damage to the South Branch of Issaquah Creek with the filling in, and construction across one of the major wet-lands feeding this important Salmon creek. Recent experience on the North Fork of Issaquah Creek (reference the front page of the Issaquah Press, July 26 2000) shows that the area waterways are much more sensitive to development than previously expected. If the experience of the North Fork of Issaquah Creek is any basis, it is possible that with the construction of this by-pass the main branch of Issaquah Creek could become a seasonal stream, and no longer able to support Salmon or other aquatic life. **It is suggested** that the rather lame proposal for compensatory wetland mitigation note that similar wetland compensation plans may have not adequately addressed the same issues when development along the North Fork of Issaquah Creek occurred, and which now suffers from intermittent dry creek beds and flash flooding.
- 5) **Impact to the Issaquah School Complex** – This issue was not adequately addressed in the draft EIS.
  - a) Large scale construction for a period of two years would be expected to grossly impact the learning experience of the High School. All build alternatives (including Alternative 4) seemed to not take this impact seriously.
  - b) Long term, the placement of the highway within 100 feet of the school buildings will generate a constant traffic background noise.
  - c) The current plan (Table S-2, Noise) mentions the possibility of noise barriers, the exact wording being "...could be constructed." For alternative 1. However in Alternative 4, the mitigation of sound pollution was found to be "unreasonable or not feasible under this alternative".**It is suggested** that the EIS be amended to point out that noise pollution is expected to rise to the levels of inner city traffic, and that no mitigation is planned for this degradation of the local environment. Currently the EIS dances around this issue!
- 6) **Severing of Issaquah with the Tiger Mountain Park and Forest area** – One of the remarkable attributes of Issaquah (unofficial slogan – Trail Head City) is the ability to hike from several places in town into the Tiger Mountain State Forest and Tradition Lake areas to the east of the city. While current planning for the by-pass highway notes that some trails will be retained, the enjoyment of the present trail system will be reduced by the design of the by-pass, adversely impacting the present high quality level hiking and mountain experience. **It is suggested** that the section dealing with impacts to recreation note that a much less appealing "trail head" experience will result from the severing of Issaquah from the trails of Tiger Mountain.
- 7) **Benefit to People Outside of the City of Issaquah** – No mention is made in the EIS that the taxpayers of Issaquah will be required to fund most of the Bypass construction and maintenance. As the By-pass is being built for the sole benefit of

people residing outside of the City of Issaquah, the adverse impact of revenue being poured into this highway project and hence unavailable for improvements inside the city should be addressed in this EIS. **It is suggested** that the EIS be amended to note that the City of Issaquah will be unable to spend as nearly as much city funds on parks, stream restoration and other public services because of the large amount of tax dollars that will be funneled instead to a highway being built for residents living outside of incorporated Issaquah.

- 8) **Bus Transit Service** – The EIS makes no mention of the benefits that the addition of transit service along the Issaquah-Hobart Road would make. Bus service providing commuter service to the Issaquah Park and Ride Lot would help reduce both road congestion and over-crowding at the Issaquah Park and Ride lot. In addition, the service could also provide alternative transportation for parents currently dropping children off at both the Issaquah Middle and High schools (another source of rush hour congestion). **It is suggested** that the EIS seriously address the possibility of providing bus service between Hobart and the Issaquah Park and Ride lot via downtown Issaquah.

Sincerely

A handwritten signature in black ink, appearing to read "Robert Whitbeck". The signature is fluid and cursive, with the first name "Robert" and last name "Whitbeck" clearly distinguishable.

Robert Whitbeck

**Pam Fox**

**From:** Bob Brock  
**Sent:** Tuesday, August 15, 2000 2:52 PM  
**To:** Pam Fox  
**Cc:** 'GFSLinda@aol.com'  
**Subject:** FW: No Subject

Pam: Bypass comments for inclusion in DEIS.  
Linda: Your confirmation of receipt. Thank you for your comments.

-----Original Message-----

From: GFSLinda@aol.com [mailto:GFSLinda@aol.com]  
Sent: Tuesday, August 15, 2000 2:42 PM  
To: BobB@ci.issaquah.wa.us; CarolynS@ci.issaquah.wa.us; GFSLinda@aol.com  
Subject: No Subject

(Please confirm receipt)

GFS Linda  
Linda Adair Hjelm  
1245 - Sixth Avenue S.  
Issaquah, WA 98027

August 15, 2000

Robert Brock, Public Works Director  
Issaquah Public Works Department  
City of Issaquah  
1775 12th Avenue N.W.  
Issaquah, WA 98027

Re: Southeast Issaquah Bypass  
Comments to be included in DEIS

Mr. Brock:

The general intersection of Front Street South and Sixth Avenue SE may be the worst possible area in which to put a bypass intersection especially one designed to carry the numbers of cars spoken about in the DEIS.

The Upper Valley is shaped in the form of a C. Front Street rises in elevation as it moves south of the intersection of Front and Sixth. To the immediate south, east, and north, the elevation rises. The Erickson property rises on its southern end.

Historically, whether Army Corp of Engineers, State, County or City personnel, this area is reviewed during the summer for floodplain discovery. All of these agencies have made horrendous errors, either because of a lack of knowledge or poor judgement.

Three tributaries empty into Issaquah Creek. During the summer months, all are innocuous reaching no more than a foot in width. During the winter months, things change dramatically. In heavy rain, Tributary 1 breaches its banks running through a church parking lot and drains into the ditch along Front Street. The washed streambed east of the Old Hobart Road attests to the massive increase in water flow under the right weather conditions. This stream merges with Tributary 2.

Tributary 2 gathers water from both 1 and 3 and moves toward Issaquah Creek. On the Erickson/City property, east of Issaquah Creek, is a berm or levee, possibly the only remaining evidence of a County flood prevention project

1

some 70 years ago. Once in place this berm was cut allowing unrestricted access by Tributaries 1, 2, and 3 to the flow of the Issaquah creek. In heavy rain, water flow in Tributary 2 reverses causing water to flow around the old Klotz home, around the homes at 1295, 1275, and 1255(?) Front Street South, and then moves over Front Street and down Sixth Avenue or to Sycamore. There is nowhere else for it to go.

In the DEIS, Chapter 4, page 4-53, paragraph 4 it says :

"The side channel project will essentially breach the existing levee along Issaquah creek and increase conveyance and storage by utilizing the large tract of land between Front Street and the creek to the south of the Southeast-Bypass Project."

Water cannot run uphill. Front Street, with its higher curbs and sidewalks, and the new bypass road will become dams. Historically, in the event of high water, the creek flows back into its old channel at the foot of the old farmhouse in Sycamore. Trapped water will eventually envelop Sycamore. Creating additional wetlands won't fix this problem. Digging holes in the ground, regardless of what you call them, won't fix this problem. Diverting the "south" tributary won't fix this problem either.

DEIS, page 4-22, Chapter 4 Air Quality, last paragraph:

"Conformity is demonstrated by showing that the project would not cause nor contribute to any new violation of any NAAQS..."

Perhaps not in downtown Issaquah, but how about a couple of miles south of town? The current widening of Front Street, north of the 76 Station proves that giving the problem to someone is no solution. Air quality in downtown Issaquah may not be affected by a bypass, but with the additional traffic expected, the narrow valley south of town would surely be. Do we pass it off as nothing because we plan to give the problem to someone else?

Quoted in the DEIS, facts and figures are quoted about how much actual time the bypass will save commuters. Boldly, in Chapter 1, it states that Park Pointe will benefit from this bypass project. If Park Pointe needs access roads to I-90 and Issaquah, is there some reason they cannot pay for their own? Why must the current citizens of Issaquah pay, whether in tax dollars or in homes, for a developer to make more money?

The Issaquah Press, Vol. 101, No. 32 Wednesday August 9, 2000 carried as a lead article, "Creek system in danger of failure". For many years, environmentalists have been telling the City that the Issaquah aquifer was in danger. At this point, even the State thinks so. Are you listening?

Page 4-137, Impacts and Mitigation, Alternative 1: North A and South A alignments, paragraph 3 states:

"The average assessed value of the displaced homes under Alternatives 1,3 and 5 is approximately \$131,833."

Dated 8/10/2000, we received an official property value notice from King County Department of Assessments. The old value of both land and property was valued at \$144,00. Present value for taxes due in 2001 is \$190,000. This increase in value for just one home will collectively change costs for displacements to a substantial degree. The DEIS is incorrect in the figures used.

In 1903, when our property was settled, a gravity-fed water system existed on the Donlan property. It was extended to serve our family. The original system served the Donlan family and extended to most of the members of our family, as well. In the mid-1950s, that system failed and a well and water line system was installed. The system still served a dozen families; most in our family. A couple of years ago, when Front Street South was "improved", most but not all of those still served by the water system elected to go on City water. Regardless of which South alternative is chosen, the alignment

2

will disturb these water lines. Consideration for disturbance of these water lines has not been included in the DEIS. Costs for replacement of these water lines has not been included in the DEIS.

DEIS, page 4-125, chapter 4, paragraph 5:

"Ultimately, the proposed bypass would change the community character mainly by contributing toward a more urban setting at the eastern edge of the city. While this would be different from the existing setting, mitigation measures identified throughout this document are intended to reduce the impact this change may have, and the new roadway is not expected to adversely alter the community."

Nearly one hundred years ago, John Bonnar settled on our property. It was divided the first time for the two Bonnar daughters. Our half of that division was divided the second and third times, for two of John Bonnar's grandsons. It was divided again for two of John Bonnar's great grandchildren. In this day of fractured families, ours remains unwavering. Psychologists have long defined the family required to survive in the 2000s. That's what we have. Now. No Senior Citizen housing nor daycare is required for our family. Now.

Les Adair, an 86 year old man can remain independent in his own home because family members are near at hand to help with any problems that may arise. Margaret Adair Klinkham can remain in her home for the same reasons. Her son, Michael, is close enough to provide any assistance that might be necessary. Whether the two homes to the South of Front Street South are part of the displacement process, Alignment A will destroy what we have planned and worked so hard to preserve. Adversely alter the community? Planning water storage areas in place of homes adversely alters this community. Planning water storage areas so Park Pointe will have access to I-90 adversely alters this community. Or are we, as one gentleman reported to the Committee of the Whole, merely insignificant?

The DEIS is flawed. It is based on inaccurate information. It will be paid for by those who won't benefit from it. A No Bypass is preferred. For the South end, Plan B is preferred if a bypass must be built.

Very truly yours,

/s/ Linda A. Hjelm

Linda A. Hjelm  
(GFS Linda)

1595 NW Gilman Blvd Ste 1  
Issaquah, WA 98027

August 15, 2000

Mr. Robert Brock  
Public Works Director  
Issaquah Public Works Department  
1775 12<sup>th</sup> Ave NE  
Issaquah, WA 98027

Dear Mr. Brock:

I support the city of Issaquah building the southeast bypass and taking the necessary steps to relieve the traffic problems facing our community.

For the past two years, I have been involved with the Blue Ribbon Commission on Transportation and have chaired the Revenue Committee. Through my participation, I was able to delve into the complex issues that surround our transportation problems both here in Issaquah and throughout the state of Washington. The Commission has issued its draft of options and one area of concern addressed by the Commission was the importance for cities to provide leadership even over the cries of opposition from the minority.

I have been following this project for several years and feel its construction is long overdue. The bypass had established funding even post I-695 when other projects were put on the shelf. The government support shows how important this project is, not only for the citizens of Issaquah, but to the whole transportation infrastructure of the Puget Sound area.

It is a shame to hear that other business people in the area favor the bypass but have chosen not to speak out in fear of losing the patronage of their customers. I however realize that the city desperately needs this bypass and I am willing to support the preferred alternative 4.

Sincerely,

A handwritten signature in black ink, appearing to read "Skip Rowley". The signature is fluid and cursive, with the first name "Skip" being more prominent and the last name "Rowley" following in a similar style.

Skip Rowley

23006 SE 40<sup>th</sup> Place  
Sammamish, WA 98075-7260  
August 15, 2000

AU  
PUBLIC

Mr. Robert Brock  
Public Works Director  
Issaquah Public Works Department  
1775 12th Ave NE  
Issaquah, WA 98027

Dear Mr. Brock:

As a resident of Sammamish who works in Issaquah, I have been watching the Bypass proceedings with interest. I have not attended a hearing because I favor a solution – Alternative 4, the preferred alternative, and the need seems so obvious I didn't think it required a defender. However, I am now concerned that it does as I read more and more from a small group of citizens who are opposed to change in their backyard.

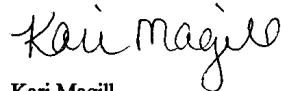
I was born in Issaquah, have lived here my whole life (34 years) and am raising my children here because I love Issaquah. Overall, I like the way Issaquah has "grown up" – it feels like a community, is safe, upscale, clean, attractive, and now I can buy most of the things my household needs without leaving town.

However, we desperately need to make significant changes now to reduce congestion and assure Issaquah's continued success as a community – economic viability, accessibility and quality of life. To make the downtown corridor a healthy place for businesses and meet the needs of its citizens, people must be able to reach it without significant delay. The bypass is the best way to accomplish this objective by routing through traffic around the downtown.

I favor Alternative 4 because it is the farthest away from the schools and doesn't bisect the high school from its ball fields. It is the best balance for all the concerns. It should not be connected with streets to the downtown or it could become an alternative route into the downtown instead of a bypass, as intended.

Please build it now.

Sincerely,



Kari Magill



**CITIZEN ACTION REQUEST (CAR)**

*Comments*

RECEIVED

AUG 15 2000

PUBLIC WORKS ENG.



P.O. Box 1307  
Issaquah, WA 98027-1307  
Phone: (425) 837-3000  
Fax: (425) 837-3009

(Please Print)

Date: Aug 15, 2000  
Originator (if completed by someone other than the citizen): \_\_\_\_\_  
Citizen Name: Greg Saprionetti  
Home Address: 860 A Front St S.  
Day Phone: (206) 779-1392 Evening/Message Phone: (425) 391-4105  
Location of Concern: By-pass (alternate)

Detailed Description of Concern: Why not use the 4 lane Gilman Rd. that passes Boehms Chocolates east of downtown and just connect it using a bridge (where the current pedestrian bridge is) to 3rd Avenue. This, it seems, would greatly reduce the traffic problem through downtown at a much more reasonable cost and time savings.

Specific Action Requested: Connect Gilman Blvd East to 3rd Avenue using vehicle bridge.  
Greg Saprionetti

Response Preferred: ☒ Phone Call or ☐ Letter or ☒ Either Phone Call or Letter

\*\*\* Area Below Is For City Use Only \*\*\*

Forwarded to \_\_\_\_\_ department(s) on \_\_\_\_\_

CITY DEPARTMENT(S) - It is your responsibility to respond directly to the citizen. Please send copies of initial response, and later the final response, to the City Clerk's Office for weekly updates to the Council.

Initial department response to citizen - BY: \_\_\_\_\_ DATE: \_\_\_\_\_ LETTER or PHONE? (circle one)  
(Due in 5 work days.)

Final department response to citizen - BY: \_\_\_\_\_ DATE: \_\_\_\_\_ LETTER or PHONE? (circle one) \*  
(Due in 10 work days - unless solution is lengthy and citizen has been notified of final response delay.)

\*If final solution was handled by phone call to citizen, fully describe solution below (if responded by letter, attach copy):

s:\clerk\citizenactionrequests\carform mlm 9/98

1595 NW Gilman Blvd suite 1  
Issaquah, WA 98027

August 15, 2000

City of Issaquah  
Director of Public Works  
P.O. Box 1307  
Issaquah, WA 98027-1307

Dear Mr Brock:

I am a long time resident of Issaquah and I have seen growth over the years in our community. Transportation has been an issue in Issaquah and I support the alternative 4 action for the Bypass.

I have seen our historic downtown lose it's charm and ability to attract customers due to the traffic congestion. People are trying to find alternate routes to make their commutes shorter, however this causes a much greater problem, a bottle necked downtown. Front Street is now identified as the congested arterial rather than the Main Street of yesteryear.

I understand that this bypass will affect people in many different ways but I feel that Alternate 4 is most respectful choice to all parties involved.

Respectfully,



Terrie Thomson

August 15, 2000

Bob Brock  
Mayor Ava Frisinger & Council Members  
City of Issaquah  
PO 1307  
Issaquah, WA 98027-1307

Subject: Comments on the Draft EIS on the Southeast Bypass

I got only a few minutes to peruse the EIS statement. In doing so, I did not see two key items covered. They both relate to a "no build" option. If the City decides not to build the bypass, this decision in itself makes two others that are NOT answered:

- 1- With the new North Spar and Sunset Interchange under construction, the "no build" option automatically creates a bypass. That bypass is 2<sup>nd</sup> past the High School and East Sunset. No one has told the school or the east Sunset residents that a "no build" decision places them ON THE BYPASS. Nor does it address the improvements that would be required on these streets to safely handle bypass traffic.
- 2- It does NOT address the fact that with a "no build" option, the City must either complete Newport or upgrade 2<sup>nd</sup> Avenue and East Sunset to handle truck traffic. The City has accepted TIP funding for both South Front improvement and Maple Street which already stipulate that these are regional transportation corridors. Further if Issaquah fails to provide a truck bypass route, there is ample precedent and ample plaintiffs to make an enforced court decision requiring creation of a bypass a high probability.

Finally as a long term resident of the City, I fully support the creation the SE bypass. I see now other way for Issaquah to survive. Nor do I believe that we as residents of this City have the right to essentially forbid those living south of Issaquah from working in Redmond or Kirkland or those living north of Issaquah from working in Maple Valley or Auburn. Nor do we have the right to deny access to the lower cost housing that exists just beyond Issaquah to our children.

Issaquah came into existence because we set in a crossroads of 1 of just 4 north to south geographic routes and 1 of just 2 east to west geographic routes of the east side of Puget Sound. This geography created our city; unfortunately now it also puts us at a major traffic crossroads which we cannot make go away. We can only deal with it and attempt to make our city as livable as possible. I do not believe that continuing without a bypass, especially when the trucks return, will allow us to retain any of the quality of life we all moved here for.

Terry L Davis  
1155 Ridgewood Place SW  
Issaquah, WA 98027-4635  
425-392-4380

August 14, 2000

Bob Brock  
Director of Public Works  
City of Issaquah  
P.O. Box 1307  
Issaquah, WA 98027

Dear Mr. Brock,

In looking though the DEIS for the bypass, the exhibits for the proposed alternatives do not clearly show how the lanes of road will actually look. The stylized and condensed channalization figures presented in the DEIS are not correlated back to a single map for each alternative.

It would be helpful if an actual map for each alternative can be provided that shows exactly how wide each option will be, what the lanes at each intersection will look like, and most importantly where, and how many lanes will be located along each alternative's entire distance. This needs to be clearly shown on one exhibit for each alternative.

Sincerely,

A handwritten signature in black ink, appearing to read "Cory A. Christensen". The signature is fluid and cursive, with a long horizontal stroke at the end.

Cory Christensen  
P.O. Box 824  
Issaquah, WA 98027  
(425)557-8966

August 9, 2000

Robert Brock, Public Works Director  
Issaquah Public Works Department  
1775 12<sup>th</sup> Ave NE  
Issaquah, WA 98027

RE: Southeast Bypass DEIS, June 2000

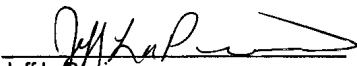
Dear Mr. Brock:


We would like you to know that we have reviewed the DEIS for the proposed Southeast Bypass and we agree with and support the preferred project alternative (alternative 4).

More specifically we feel that although Alternative 4 has some increased environmental impacts, it provides for a lesser impact to the day-to-day quality of life for the schools and established residential areas along the route. While this alternative may decrease our quality of life in areas such as noise levels and loss of forest, we must weigh those against the daily frustration and lost time sitting in traffic on Front Street while trying to get home. We personally are tired of the pass-through traffic and clogged streets and feel this is an acceptable solution.

We do have two concerns. First, we feel very strongly that this road is a bypass and we are against connecting any streets with the project except at the I-90 interchange, Issaquah Hobart-Road and the proposed Parkpoint Development. Second, we are concerned about time. Let's get this project completed before it is insufficient and construction is not complete.

Respectfully,

  
Jeff LaPrarie

  
Julie LaPrarie

**Pam Fox**

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**From:** Bob Brock  
**Sent:** Thursday, August 10, 2000 9:29 AM  
**To:** Pam Fox  
**Subject:** FW: So. end by-pass

-----Original Message-----

**From:** Carolyn Sygitowicz  
**Sent:** Wednesday, August 09, 2000 3:36 PM  
**To:** Bob Brock  
**Subject:** FW: So. end by-pass

-----Original Message-----

**From:** Becky and Dick Powell [mailto:bndpowell@earthlink.net]  
**Sent:** Wednesday, August 09, 2000 1:21 PM  
**To:** mayor@ci.issaquah.wa.us  
**Subject:** So. end by-pass

Dear Mayor,

I live in the South end of the city and I must tell you the by-pass is greatly needed. I know that you are receiving a lot of flack from some of the vocal minority, however It's time to take charge and stop the talking. The sooner we have some relief via the by-pass the better off we will be, in my opinion. Sincerely Dick Powell  
1040 2nd Ave S.E.

Aug 11, 2000

Bob Brock  
Public Works Director  
City of Issaquah  
P.O. Box 1307  
Issaquah, WA 98027

### **Issaquah doesn't need another bypass**

As a downtown resident who walks and drives throughout Issaquah, and as a citizen who is familiar with transportation policy and the needs of our community, I must object to the proposed Southeast Issaquah Bypass.

Issaquah does not need to spend millions of dollars on a redundancy. The bypass will indeed get cars off of Front Street, but that already will happen anyway, without paving over more backyards and wetlands. The Sunset Interchange project now under construction will give motorists new access to Interstate 90 via Sunset Way and Southeast Second Street. This will become a bypass of Front Street, regardless of whether another roadway is built. As soon as the expanded interchange opens, a considerable amount of traffic will divert automatically from Front to Second, which has only one traffic light instead of four, in search of saving a few commuting minutes to I-90. The traffic volumes on the two roadways soon will equalize — long before the Southeast Bypass becomes a factor. The question then becomes whether that bypass traffic should run on one side of the three schools on Second, or on both sides.

The answer is to use the Bypass money more wisely to improve the already-existing routes. Install a signal and turn lanes at Second and Sunset. Build the long-delayed widening project on Newport Way. Put the money into bus service and a park-and-ride south of Issaquah to get more cars off the road.

When you can save homes, save neighborhoods, save a habitat and save money — and still accomplish the same goal — the answer is easy. Don't build the Southeast Bypass.

Sincerely,



Grace Reamer  
512 N.E. Alder St.  
Issaquah, WA 98027  
(425) 837-9223

Jeff Boscole  
3425 W.Lk.Sam.Rd.S.E.  
Bellevue, WA 98008  
(425) 746-8573

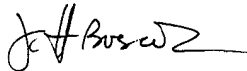
Robert Brock, Public Works Director  
City of Issaquah  
P.O. Box 1307  
Issaquah, WA 98027

re: SE Bypass EIS

Dear Mr. Brock:

One fundamental fallacy here consists of the notion that engineering (civil or otherwise) should not be reconciled with environmentalism. Another fallacy consists of the presumption that there should be some way to "build out" from the phenomenon of a traffic bottleneck. It's also clear that the contemplated "SE bypass" is instead yet another arterial which would instead lead to a substantial increase of traffic through the Issaquah corridor, and thereby more opportunity for Issaquah City Streets to be further clogged with cancerous automobiles. The total pollution index, both noise and atmospheric, would also increase for the **entire** Issaquah corridor. Whatever remains of the "rural quality" of Issaquah would be savaged. I am both surprised and astonished that people would wish that decreased quality of life upon their descendants. Since these are among conclusions quite transparent and obvious it is unfathomable and unconceivable why engineering professionals could by any stretch of the imagination arrive at any other possible perspective. Caveat emptor. ("Let the buyer beware.")

Sincerely



Jeff Boscole



**Pam Fox**

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**From:** Marcia Conum  
**Sent:** Monday, August 14, 2000 8:50 AM  
**To:** Lou Haft; Pam Fox; Bob Brock; Bill Conley (E-mail); David Kappler (E-mail); Fred Butler (E-mail); Fred Kempe (E-mail); Fred Kempe (E-mail 2); Joe Forkner (E-mail); Joe Forkner (E-mail 2); Russell Joe (E-mail); Scott Greenberg (E-mail); Scott Greenberg (E-mail 2)  
**Subject:** FW: Growth Management Plan/Concurrency

FYI.

-----Original Message-----

**From:** John MacDuff [mailto:johnntty@hotmail.com]  
**Sent:** Sunday, August 13, 2000 9:43 PM  
**To:** Mayor Ava Frisinger  
**Cc:** Bypass Egroup; Issaquah CityCouncil  
**Subject:** Growth Management Plan/Concurrency

Mayor Frisinger,

Has the capacity of the proposed SE bypass already been added to the City of Issaquah's GMP Concurrency plan and have construction permits already been issued on that basis?

John MacDuff  
Downtown Issaquah

620 SE Bush St  
206-989-9761

**Pam Fox**

---

**From:** Jacquelyn & Mark Witte [j\_m\_witte@email.msn.com]  
**Sent:** Monday, August 14, 2000 3:44 PM  
**To:** pamf@ci.issaquah.wa.us  
**Subject:** Comments on Southeast Issaquah Bypass EIS  
14 August 2000

15607 260<sup>th</sup> Ave SE  
Issaquah WA 98027-8232

Subject: Southeast Issaquah Bypass

Hello

Alternative #7, titled "No Action" is my choice, after reviewing the Draft EIS. I was disturbed that the EIS dealt with only the immediate locale of the project, and DID NOT take into account traffic impacts in the area I live, namely the Hobart-Issaquah Road south of Issaquah. I'm convinced that building the bypass will simply swamp/clog the Issaquah-Hobart Road between Hwy 18 and Issaquah. Why will this happen? Because commuters will modify their driving routes when the bypass opens! I worked with people who took Hwy 18, Issy-Hobart, or I-405-167 depending on time of day and anticipated congestion. To summarize, I believe this bypass is the equivalent of a band-aid on cancer!

Instead of spending the \$27 million on a new construction project, I humbly suggest "fine tuning" the traffic system we have now. Specifically:

Synchronize all traffic lights in Issaquah.

Prohibit left turns off Front street at Sunset and Gilman (and all points between) during rush hours..and of course, reprogram the traffic lights accordingly.

Add a 2<sup>nd</sup> left turn lane on Front and a 2<sup>nd</sup> lane for the west-bound I-90 onramp, i.e. 2 full lanes for left turns.

Upgrade/coordinate traffic lights in real-time via computer control to maximize throughput during peak traffic periods.

Add "real time" signs at Hwy 18 exit and May Valley Road to inform commuters when congestion in Issaquah is heavy, so drivers can take an alternate route.

Sincerely

August 11, 2000  
Bob Brock, Director of Public Works  
P.O. Box 1307  
Issaquah, WA 98027

Dear Bob Brock,

I need to add another comment to my already long list of DEIS suggestions.

Traffic analysis: The main comparisons is this DEIS are from No Action to Bypass (w/out SPARS etc.), then from Bypass (w/out SPARS) etc to Full Build Out.

COMMENT: The Bypass (w/out SPARS etc) is irrelevant as they ARE being built. This comparison should be removed and the analysis simplified to No Action compared to Full Build Out. This will make this section clearer and the analysis much easier to understand.

Sincerely,



Connie Marsh  
1175 NW Gilman Blvd #B6  
Issaquah, WA 98027  
(425)392-4908

August 12, 2000  
Bob Brock, Director of Public Works  
P.O. Box 1307  
Issaquah, WA 98027

Dear Bob Brock,

The DEIS for the bypass needs to include risk levels for each of the mitigations it proposed.

I am having a difficult time getting information from the makers of the DEIS re the meetings that it had with the governing environmental agencies. The DEIS comment time period needs to be extended until these documents can be attained and processed.

Sincerely,

A handwritten signature in cursive script that reads "Connie Marsh".

Connie Marsh  
1175 NW Gilman Blvd #B6  
Issaquah, WA 98027  
(425)392-4908

from  
Evelyn Beethe  
(206) 621-4080  
~~1137~~

Aug. 3rd

RECEIVED

AUG 11 2000

CITY OF ISSAQUAH

Dear Sirs:

As much of Issaquah's  
unique treasures, so much  
of what I loved about the City  
when I first moved here -  
has already been destroyed.

Please, do not destroy more  
with this idiotic by-pass.  
I cannot believe this is  
even being considered.

A concerned citizen -

Evelyn Beethe



RENTON PLAZA BUILDING  
RECEIVED  
400 Talbot Road S., Suite 203  
Renton, WA 98055  
Bus: (425) 235-7383  
Fax: (425) 228-2169  
AUG 9 2000  
CITY OF ISSAQUAH

TO: MARK AUA FRISINGER  
ROBERT BROCK, PUBLIC WORKS DIRECTOR  
FROM: WREN HUGGINS  
RE: SE BYPASS

I oppose the bypass for many of the same reasons previously articulated elsewhere. Tossing one's belt to address a weight problem or building a barn to house one's junk accumulation are apt analogies that come to mind.

I'm a child psychologist and look at things from a somewhat different perspective than most folks. We go to great pains to teach our children that they can't have everything they want even if they think some of those things might make life easier for a while. Giving a car to a 16 yr old might make his life and mine easier, but the risks are great. If we take the long term view here, as good parents/stewards, we would be mindful of the model we set forth for our children. We can't just say we value the environment and a way of life that co-exists peacefully with it, rather we have to back it up with behavior. The research on this issue at least is clear; when behavior and words collide, kids believe behavior.

Thank you

Wren Huggins  
25803 SE 136th St  
Issaquah, WA 98027

John E. Dunne, M.D.  
Child & Adolescent  
Psychiatry

Wren Huggins, Ph.D.  
Psychology

Kathleen L. Anderson,  
M.S.W., C.S.W.  
Clinical Social Work

Amy G. Brassert,  
M.S.W., C.S.W.  
Clinical Social Work

Patric J. Darby, M.D.  
Child & Adolescent Psychiatry  
Forensic Psychiatry

Dana Dean Doering,  
M.N., ARNP  
Child & Adolescent  
Psychiatric Nurse Specialist

Kevin Hanson-Lynn, M.A.  
Certified Clinical Mental  
Health Counselor  
Clinical Psychology  
Doctoral Student

Patricia Noonan,  
M.S.W., A.C.S.W.  
Clinical Social Work

Peggy Ann Rose,  
M.A., ARNP  
Clinical Nurse Specialist,  
Adult Psychiatry &  
Mental Health

**John MacDuff**

---

**From:** "John MacDuff" <johnntty@hotmail.com>  
**To:** "Bob Brock" <bobb@ci.washington.wa.us>  
**Cc:** "Bypass Egroup" <bypass@egroups.com>; "Issaquah CityCouncil" <citycouncil@ci.issaquah.wa.us>; "Mayor Ava Frisinger" <mayor@ci.issaquah.wa.us>  
**Sent:** Monday, August 14, 2000 11:13 PM  
**Subject:** Comments on the SE Bypass DEIS, June 2000

TO: Bob Brock  
Public Works Director  
City of Issaquah  
1775 12th Ave NW  
Issaquah, WA 98027

cc: Jerry Alb, Don Peterson, Ron Paananen, Loree Randall

Dear Mr. Brock,

The City of Issaquah is trying to find a solution to their Downtown traffic problem. They have studied and studied looking for a solution within the city and in June released a Draft Environmental Impact Statement. After looking through the DEIS, I asked the city (Pam Fox) what the total times predicted by their traffic model for the trip from SE 96th and the Hobart Road, and I-90, in the morning and evening rush for Front Street today, Front Street in 2005 with no bypass, and Front Street and the bypass in 2005 with full build of the bypass.

Their answer (from Lou Haff) was interesting although I think the model may not be right. Existing condition Front St: am peak = 9 min, pm peak = 9.8 min. For no bypass, Front St: am peak = 11.5 min, pm peak = 13.5 min. For 2005 full build Front St: am peak = 11.4 min, pm peak = 12.4 min. For 2005 full build Bypass: am peak = 3.0 min, pm peak = 3.2 min.

It clearly shows that traffic will only get worse whether we build this bypass or not. This is no solution to the Downtown traffic problem.

We deserve a real solution. We deserve to have the traffic REDUCED like the EIS goal states. We deserve regional solutions outside of Issaquah that really work. We deserve more for our money.

John MacDuff  
Downtown Issaquah

620 SE Bush St  
206-989-9761

Robert Brock  
Public Works Director  
Issaquah Public Works Department  
1775 12th Ave NE  
Issaquah WA 98027

Regarding the EIS on the proposed Issaquah bypass,

I am writing this letter to express my opinion and concerns regarding the proposed bypass in Issaquah. As a resident of Issaquah living south of the proposed bypass, I would in theory directly benefit from this bypass. However, I believe several things are wrong with this planned "improvement".

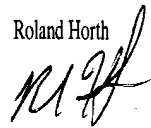
First, the bypass will NOT improve traffic on Issaquah-Hobart road, as drivers who currently use Route 18 will switch to the more direct route. Evidence of this was the recent closure of 18 due to a traffic accident, causing major backups of the Issaquah roads as those who normal drove this way (18) sought alternatives through Issaquah.

Second, Issaquah's planned development of 500 new homes along the bypass will further increase traffic within the area, while also further reducing the livability of the town and the rural atmosphere that many of us moved to the area for. The bypass will also open up the rural lands in the Mirrormont area to further development, thus reducing any positive traffic improvements to zero in a few short years.

Third, the use of alternative transportation has not been given enough consideration. The "survey" which was conducted on morning commuters was extremely poorly implemented, causing many irate drivers due to long backups and unduly influencing participants into negative comments. I (and many others) would utilize the bus on a daily basis if available.

I strongly recommend the **no-build** option as the only practical selection proposed. Keep Issaquah from becoming the next Bellevue.

Sincerely

Roland Horth  




**Pam Fox**

**From:** Bob Brock  
**Sent:** Monday, July 31, 2000 10:12 AM  
**To:** 'Lou Haff - home'; Pam Fox  
**Subject:** FW: Comments On Southeast Issaquah

-----Original Message-----

**From:** Carolyn Sygitowicz  
**Sent:** Monday, July 31, 2000 9:37 AM  
**To:** Bob Brock  
**Subject:** FW: Comments On Southeast Issaquah Bypass

-----Original Message-----

**From:** Don Taylor [mailto:DonT826@email.msn.com]  
**Sent:** Sunday, July 30, 2000 7:45 PM  
**To:** citycouncil@ci.issaquah.wa.us  
**Cc:** mayor@ci.issaquah.wa.us  
**Subject:** Comments On Southeast Issaquah Bypass

To: Issaquah City Council Members

From: Don Taylor

Subject: Comments On Southeast Issaquah Bypass

I consider excessive traffic/grid lock the number one problem in Issaquah. We live on Squak Mountain and have to be very careful of the times we chose to travel north of, or west on I-90; east bound via Sunset is not a serious problem except during the evening rush hour. We would welcome traffic relief that the SE bypass *may* represent.

I scanned the environmental impact statement at the Issaquah Library (was unsuccessful in downloading it from the city web site) and was frankly disappointed in the presentation. The confusing tables cried for X-Y or bar plots of key intersections to portray future traffic projections. I concluded there is some slight improvement at completion but we'll be back where we are now in about 10 years.

I have a hard time making a recommendation on the SE bypass because I'm at a loss as to what city government will do if it passes and what it will cost in taxes. The environmental impact statement tells estimated costs of the various options but not how it will be paid for. Costs estimates have been far below final costs on too many recent projects. I suggest city government has a real problem with accurate cost estimates. Would some warped logic be used to increase utility rates *again* to cover the bypass? Will there ever be an end to pouring money into the stupid barn? The city gives the impression it hasn't a clue as to what it will be used for other than the finest farmers market money can buy! How much money will be squandered on the folly trolley and more parks to support nonresident demands? What other surprises are lurking?

Having said all that I favor Alternate 6 as first choice and Alternate 4 as second choice for the SE bypass. I would probably be against the SE bypass for any of the following reasons:

1. Any alternate that includes South A in the description. News articles have indicated that one or more families have lived there for a number of decades and don't want to move. I favor people over swamps.

2. If it would be an immediate excuse to open the door for high traffic businesses south of I-90. We would be no better off.

8/23/2000

3. Taxes and or utility rates increase to pay for it.

4. The city cannot get control of spending (e.g. city hall, barn etc.) and we go into hock to pay for it.

5. If the state controls traffic lights at the new Sunset interchange and gives excessive preference to bypass traffic over vehicles trying to leave the city via Sunset. I don't want to set and stew as northbound SR900 traffic does now.

Very truly yours,

Don Taylor

535 Mt. Fury Cir SW

(425) 392-1051

cc: Mayor Ava Frisinger

Robert Brock

**Pam Fox**

---

**From:** Bob Brock  
**Sent:** Monday, July 31, 2000 9:14 AM  
**To:** Pam Fox  
**Subject:** FW: Southeast Bypass

Pam: FYI

-----Original Message-----

From: Carolyn Sygitowicz  
Sent: Monday, July 31, 2000 8:59 AM  
To: Bob Brock  
Subject: FW: Southeast Bypass

-----Original Message-----

From: j swanson [mailto:jackiswanson@hotmail.com]  
Sent: Thursday, July 27, 2000 6:59 PM  
To: mayor@ci.issaquah.wa.us  
Subject: Southeast Bypass

Dear Mayor Frisinger,

We want a NO vote to the Issaquah Southeast ByPass.

Jim Swanson and Jackie Swanson  
460 SE Evans Lane  
Issaquah  
(425) 392-8851

Get Your Private, Free E-mail from MSN Hotmail at <http://www.hotmail.com>

**Pam Fox**

**From:** Bob Brock  
**Sent:** Wednesday, August 02, 2000 7:28 AM  
**To:** Pam Fox  
**Subject:** FW: Southeast Bypass

-----Original Message-----

**From:** Carolyn Sygitowicz  
**Sent:** Tuesday, August 01, 2000 3:56 PM  
**To:** Bob Brock  
**Subject:** FW: Southeast Bypass

-----Original Message-----

**From:** Loren Campbell [mailto:Loren@Barclay-Dean.com]  
**Sent:** Tuesday, August 01, 2000 3:25 PM  
**To:** 'mayor@ci.issaquah.wa.us'  
**Subject:** Southeast Bypass

Ms. Frisinger-

When I moved to Issaquah in 1992 it still had some of the qualities of a quaint, small town. Indeed, those qualities drew me here and have kept me in my 30 year old house on Squak mountain. I am sad to say that I find the current direction of the city is disturbing. We have a recently completed courthouse/city hall that was horrifically over budget and has already been declared "too small". We are working our way through a debacle of a library project that has yet to be completed and has already been discussed as "too small" and "unexpandable".

New, luxurious, palatial schools are built on the plateau, while some schools in "Old Issaquah" are so bad that parents routinely lie about their home address so that their children will be allowed to go elsewhere in the system.

Huge strip malls have sprouted like noxious weeds. We've allowed them to be built on large amounts of fill, ruining the flood plain of the lower valley and causing numerous "fifty year" floods in the last ten years. Businesses and homeowners in the original, lower areas have been flooded over and over because we've effectively reduced the flood plain by how much? Fifty percent seems like a very conservative number.

We are running out of potable water. Recently I read that we will soon be buying water from the City of Seattle and that the best place for the line to carry that water is through wetlands and a state park. I don't want chlorinated Seattle water and I don't want the line running through a wetland.

And of course, the traffic. In 1992 I moved to an apartment in Klahanie. It took me less than ten minutes to reach exit 17. By the time I left the Plateau for Squak Mountain in 1993 (less than one year later) it took a minimum of 20 minutes and frequently more than 30. I now avoid all Issaquah interchanges except for exit 18. The intersection of Gilman Boulevard and State Route 900 is routinely (as in all times of day) backed up so much that it takes 4-6 cycles of the light to get through. And yet you recently approved a very large development on SR-900 that will dump hundreds more cars onto this already overcrowded area.

And now someone has convinced the city government that the solution to downtown traffic is to build the "Southeast Bypass".

I am not a traffic or city planning expert. And I do not think it takes an expert to realize that this project will not solve the problem of traffic on Front Street. Take a look at Highway 18 in the morning and check out all the cars already avoiding Issaquah. Adding a third arterial and second freeway in this residential, school, and environmentally sensitive area will only encourage more residential growth in the areas that are causing the problem now. And if you think it is not obvious that the "Bypass" is just the first step toward a multi-lane divided highway, well, your citizens are just not that ignorant. The next step will be to widen and "improve" Issaquah-

Hobart road all the way to Highway 18.

Please, as your constituent, I beg you to reconsider this drastic and irrevocable decision. I don't want the neighborhoods destroyed. I don't want the wetlands destroyed. I don't want the noise, the trucks, the traffic, the eyesore. And most of all, I don't want my quaint little adopted home town to look any more like Factoria than it already does. Go back to our Federal, State, and County governments and ask them to use the money to complete construction on Highway 18 instead. And be aware that I am a regular voter and that my future choices will be directly influenced by your position on this issue.

More, bigger, and faster is not always better.

Sincerely-

Loren Campbell

**Pam Fox**

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**From:** Bob Brock  
**Sent:** Wednesday, August 02, 2000 12:46 PM  
**To:** Pam Fox  
**Subject:** FW: Bypass  
**Importance:** High

-----Original Message-----

From: Carolyn Sygitowicz  
Sent: Wednesday, August 02, 2000 10:06 AM  
To: Bob Brock  
Subject: FW: Bypass  
Importance: High

-----Original Message-----

From: user5664@uswest.net [mailto:user5664@uswest.net]  
Sent: Tuesday, August 01, 2000 6:03 PM  
To: mayor@ci.issaquah.wa.us; buffalo.bills@worldnet.att.net@uswest.net  
fredkempe@hotmail.com; fredbutler@juno.com; smdr313@msn.com;  
kappler@uswest.net  
Subject: Bypass  
Importance: High

Hello,

Our family is proud to live and own a business in the city of Issaquah. We have lived on Tiger mountain directly off the Issaquah-Hobart road for over 8 years. We have operated a business in old downtown Issaquah for over 4 years. We love living here, we love our little city and all the wonderful treasures it HAS TO OFFER.

We have watched the quality of life decline for many who live here due to over building without addressing traffic nightmares that would surely come as a direct result from so many new homes and apartments in town homes.

Building a Bypass is not the solution to our traffic problem. It will only encourage further development and more traffic.

The pollution from auto emissions will choke our little valley. Many winters when the air is stagnant, the valley air becomes hazy and foul with auto exhaust and chimney smoke. The Bypass will only increase auto traffic & emissions.

The children attending Issaquah High, Issaquah Middle School and Clark Elementary will also be adversely affected by the air and noise pollution resulting from a bypass built right next to school grounds and athletic fields. Would you want your children to attend a school under these conditions? I wouldn't!

We have no interest in paying for a Bypass that will benefit commuters just passing through our city en route to I-90.

We have a perfectly adequate access to I-90 in highway 18. Why can't these commuters be encouraged to use highway 18? The road is already there & has adequate lanes to handle traffic flow that the Issaquah-Hobart road wasn't built to handle.

I don't want to see the quality of life decline for the citizens of Issaquah because we are providing and paying for a "short-cut" for commuters who don't

reside here to get to I-90.

Consider why you live & work here.

The Bypass, with increased traffic congestion, pollution, noise, and

cost is too great a price for our unique city to pay to give commuters a short cut to I-90.

We are asking the City Council to consider all of these issues. Please hear us, the residents who live & work here, and vote NO on the Bypass.

Respectfully Yours,

Carolyn and Bob McGarvey and family.

Pam Fox

From: Bob Brock  
Sent: Tuesday, August 15, 2000 1:38 PM  
To: Pam Fox  
Subject: FW: EIS Response: Southeast Bypass

-----Original Message-----

From: Steve Hawley [mailto:Steve.Hawley@myrio.com]  
Sent: Tuesday, August 15, 2000 11:05 AM  
To: 'bobb@ci.issaquah.wa.us'  
Cc: 'smdr313@msn.com'; 'stephenjoe@aol.com';  
'buffalo.bills@worldnet.att.net'; 'kappler@uswest.net';  
'fredbutler@juno.com'; 'fredkempe@hotmail.com';  
'mayor@ci.issaquah.wa.us'; 'alieninvader@earthlink.net'  
Subject: EIS Response: Southeast Bypass

To: Mr. Bob Brock  
Director of Public Works  
City of Issaquah  
POBox 1307  
Issaquah, WA 98027

Dear Mr Brock,

Please consider this message to be the response of a concerned resident of Issaquah, to the Draft Environmental Impact Study for the Southeast Bypass, and, to the project in general.

My family and I have resided in Issaquah for 7 years. During that period, we have seen considerable commercial development, with some (but not much) attention to infrastructure. When we moved to Mirrormont in 1996, we found the "commute" into Issaquah not to be difficult, but during the four years since, it has become an increasingly frustrating experience, particularly during the school year.

Although I'm not a city planning expert, I can testify that a major source of traffic and crowding comes from the commuters travelling northbound toward Issaquah from points south of Mirrormont. Knowing that relatively few people live between Route 18 and Mirrormont Drive, I can only conclude that the commuters come from other areas of South King County, and, elsewhere.

I relate these observations to the DEIS by asking: why there was no evaluation of the impact of additional public transit options in the Study? My intuition is that the addition of a bus route between Route 18 and the Issaquah Park-and-Ride, stopping at Mirrormont and perhaps elsewhere, could have an alleviating effect on the traffic.

Although "Transit" doesn't have much to do with the bypass, directly, nor are Transit services provided by the Issaquah city government or the agency that produced the DEIS, I believe that the apparent lack of consideration of public transit was a serious oversight. Then there are the students: school buses are available to go to both the "downtown" public schools, and, to Liberty, Maywood, etc. So, when kids are old enough to drive, couldn't someone consider permitting student driving only under circumstances of necessity (as opposed to convenience)?

I know that both of these transportation options raise questions, such as "where would the commuters park?" and "where else could the school bus stop?", but there competent parties that could provide an assessment and some recommendations.

Also, I am very concerned about potential downtown flooding, compromises to the aquifer, and decreased air quality near Issaquah High School that all could be brought about by the bypass.

So my conclusion is that the DEIS is flawed by being incomplete. I hope that you will consider these points when rendering judgement about the DEIS. In addition, I hope that I have done a small part to influence the judgements of the City Council.

Thank you for your consideration.

Sincerely yours,  
Steven C. Hawley

=====

Steven C. Hawley  
26032 SE 154th St  
Issaquah, WA 98027  
425-391-7248  
alieninvader@earthlink.net

=====

cc:

>> Mayor Ava Frisinger mailto:mayor@ci.issaquah.wa.us  
>> Council Pres Fred Kempe mailto:fredkempe@hotmail.com  
>> Councilman Fred Butler mailto:fredbutler@juno.com  
>> Councilman David Kappler mailto:kappler@uswest.net  
>> Councilman Bill Conley mailto:buffalo.bills@worldnet.att.net  
>> Councilman Russell Joe mailto:stephenjoe@aol.com  
>> Councilman Scott Greenberg mailto:smdr313@msn.com



CITY OF ISSAQUAH  
SOUTHEAST ISSAQUAH  
BYPASS

## COMMENT FORM

Draft Environmental Impact Statement Public Hearing • August 1, 2000

Welcome to the Southeast Issaquah Bypass Draft Environmental Impact Statement (EIS) Public Hearing and Open House, sponsored by the City of Issaquah in cooperation with King County and the Washington State Department of Transportation.

You are encouraged to review the Draft and offer your comments on its adequacy and completeness for inclusion in the Final EIS. At today's Project Public Hearing and Open House, individuals may view project displays and talk informally with project team members as well as submit testimony to a court reporter. Written comments and letters may be turned in at today's Public Hearing or mailed to Bob Brock, Public Works Director, City of Issaquah, PO Box 1307, Issaquah, WA 98027. **For your comments to be considered in the development of the final environmental impact statement for this project, they must be received by August 15, 2000.** All comments received during the comment period will be considered. *Verbal and written comments are given equal consideration.*

### SE Issaquah Bypass Draft Environmental Impact Statement Comments

I am very concerned that the proposed bypass would seriously compromise the quality of life in Issaquah. I absolutely oppose it.

It is confusing to me that governmental officials seem to ignore the fact that all a more efficient highway system would do is to encourage more growth in outlying areas. A few more years and we face the same prospect of building more roads. This is not

OVER PLEASE.....

the Issaquah I moved to more than 10 years ago. I will vigorously support the campaigns of those who oppose the proposed bypass.

We must have your contact information for your comments to be considered in the final environmental impact statement.

Name FRED WISE  
Address 2416 Squak Mtn Lp.  
City Issaquah State WA Zip 98027  
Phone (optional) \_\_\_\_\_ E-mail (optional) \_\_\_\_\_



CITY OF ISSAQUAH  
SOUTHEAST ISSAQUAH  
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### SE Issaquah Bypass Draft Environmental Impact Statement Comments

THE EIS HAS OUTLINED AN ENORMOUS LIST OF POLLUTION TO EFFECT THE PEOPLE AND HABITAT OF ISSAQUAH. THE VALUE OF THE PROPOSED BYPASS IS NEGATIVE FROM EVERY WAY I LOOK AT IT, BUT MY GREATEST CONCERNS ARE THESE: (1) ACCESS FOR MORE DEVELOPMENT. IF KING COUNTY WANTS TO ALLOW FOR NEW HOUSING LET THEM FIX THE PROBLEM. (HOW CAN WE STOP THEM PLEASE!) (2) THE UNMITIGATED NOISE POLLUTION TO PASS IN FRONT OF THE HIGH SCHOOL. THIS IS WRONG TO ALLOW: "IT WILL DISRUPT MY CHILDREN'S EDUCATION WITH DIRT, NOISE AND EXHAUST AS WELL AS ALL THE CHILDREN THAT HAVE TO ATTEND I.H.S. WHAT KIND OF DECISION-MAKING LEGACY IS THIS?

OVER PLEASE.....

- (3) THE COST. WHY ARE ISSAQUAH TAXPAYERS TO BEAR THE GREATEST BURDEN FOR A REGIONAL COMMUTER PROBLEM? NEEDED LEVYS WILL FAIL WHEN FOLKS FEEL "TAXED OUT". AGAIN INQUIRY ABOUT THE EDUCATIONAL NEEDS OF ALL OUR CHILDREN.
- (4) HOW DOES THIS SOLVE CONGESTION? IT BRINGS MORE CARS. IT ACCOMMODATES DEVELOPERS. IT MERELY MOVES THE BOTTLENECK SOUTH A FEW MILES. IT MERELY CREATES THE ILLUSION OF A SOLUTION.
- FIX HWY 18 IF A N-S COMMUTER THROUGHFARE IS NEEDED.
- THIS BYPASS IS POORLY PLANNED. I VIGOROUSLY OPPOSE IT AND WILL USE THAT ENERGY TO SUPPORT THOSE WHO CAMPAIGN AGAINST IT.
- GET MORE INPUT FROM CITIZENRY!!

We must have your contact information for your comments to be considered in the final environmental impact statement.

Name <sup>M.</sup> DIANE DE GRASSE 11 year resident

Address 2416 SQUAIL MT. LODGE

City ISSAQUAH State WA Zip 98027

Phone (optional) 425 391-5370

E-mail (optional)



CITY OF ISSAQUAH  
SOUTHEAST ISSAQUAH  
BYPASS

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### SE Issaquah Bypass Draft Environmental Impact Statement Comments

Why were the residence of  
the Lewis & 6<sup>th</sup> Ave & Front St So.  
who will be the neighborhood <sup>never</sup> ~~never~~ <sup>aligned</sup>  
contacted during your field studies  
to determine community characteristics  
& demographics. We are NOT the  
Sycamore neighborhood! None of  
us remember being contacted.  
remember

OVER PLEASE.....

## Construction Impacts

4-161  
Paragraph 3 "Several residences are  
within in 100 meters (300 ft.) of  
the proposed SE Issaquah  
Bypass alignments; more  
residences would be within that  
distance under Alternatives 1 and 2  
than under Alternatives 3, 4, 5, and 6."

Comments: Construction impacts <sup>DATA</sup> for  
residences of Lewis Lane <sup>neighborhood</sup> are  
NOT shown - please analyze and  
provide DATA for residences within  
~~50ft-100ft~~ 50ft-100ft. of construction  
in the Lewis Lane, Kramer Pl  
and at the intersection of  
6<sup>th</sup> Ave SE and Front St. So.  
1275 & 1285 Front St. So. neighborhood

~~We need Air Quality noise~~

Provide data on  
Air Quality  
noise

Vibration

Potential Damage to homes?

Please include ~~the~~ DATA on Health  
risks with the 50ft-300 ft. range  
of South "A" alignments. (Alt. 1, 3, 5, & 6)  
What mitigation will be provided for



These people during construction  
if Alternatives 1, 3, 5 or 6 are chosen?

We must have your contact information for your comments to be considered in the final environmental impact statement.

Name Kristine Adair

Address 1276 Front St. So.

City Issaquah State WA Zip 98027

Phone (optional) \_\_\_\_\_ E-mail (optional) \_\_\_\_\_



CITY OF ISSAQUAH  
SOUTHEAST ISSAQUAH  
BYPASS

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### SE Issaquah Bypass Draft Environmental Impact Statement Comments

IN REGARDS TO THE MATTER OF BRIDGING ON THE SOUTH B ALIGNMENT OVER THE WETLANDS, THE DRAFT EIS STUDY SHOWS US THE COST DIFFERENCES PROJECTED BETWEEN ALIGNMENT A AND ALIGNMENT B, YET NO WHERE IS MENTIONED A COST COMPARISON IF ALIGNMENT A WERE FOUND TO BE BRIDGED AS WELL.

IN A MEETING THAT GEORGE LOWETOCK AND MYSELF (MICHAEL ADAM) ATTENDED ON FEBRUARY 23 2000 AS REPRESENTATIVES OF THE SE BYPASS NEIGHBORHOOD AND CONCERNED CITIZENS ALLIANCE WITH LON HAFE (PROJECT MANAGER) AND PAUL FOX (DEPUTY PROJECT MANAGER) WE HAD INDICATED TO US THAT IF ALIGNMENT A TURNED OUT TO BE THE ROUTE OF CHOICE IF THE BYPASS GOES THROUGH HIS WORST

OVER PLEASE.....

NIGHTMARE WOULD BE THAT ALTERNATIVE A WOULD HAVE TO BE BRIDGED AS WELL AS ALTERNATIVE B. IF THIS IN FACT IS A TRUE CONCERN OR EVEN A REMOTE POSSIBILITY, AS IT IS TO THE FAMILIES ALONG WITH ARE SE. THAT COULD BE DISPLACED IF ALTERNATIVE A IS IN FACT THE CHOSEN ROUTE THIS MATTER MUST BE ADDRESSED IN THE FINAL DRAFT EIS STUDY.

THE OVER ALL COST DIFFERENCE BETWEEN ALIGNMENT A BEING BRIDGED PLUS THE COST OF RESIDENTIAL DISPLACEMENTS AND RELOCATION MUST BE SET DOWN TO THE PUBLIC AND ALL AGENCIES AND PARTIES INVOLVED AGAINST THE OVER ALL COST OF ALIGNMENT B.

THANK YOU -

MICHAEL P. ADAM

AUG 14 2000

We must have your contact information for your comments to be considered in the final environmental impact statement.

Name MICHAEL P. ADAM

Address 1276 FRONT STREET SOUTH

City ISSAQUAH

State WASHINGTON

Zip 98027

Phone (optional) 425 392 8026

E-mail (optional)



CITY OF ISSAQUAH  
SOUTHEAST ISSAQUAH  
BYPASS

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### SE Issaquah Bypass Draft Environmental Impact Statement Comments

I believe the effort to build an effective Bypass is foolhardy in that the traffic patterns in this community will remain complex and convoluted in the end.

If alternatives are open for review, other than those that are under review now, why not review the possibility of establishing a one-way traffic system into and out of Issaquah? Our neighbor city to the north, Redmond, did this 15 years ago & did it with some success.

Traffic flow north can be routed, one way, along  
OVER PLEASE.....

the Newport Way arterial. Traffic going south from I-90 into Issaquah and through the city can be routed, one way, down Front Street. There are sufficient cross streets and connecting roads to connect vehicles with all parts of the city and to all business centers & homes. In addition, consider connecting the south side (Issaquah - main area) with the north side (Issaquah Commons - Costco, Home Depot, etc.) with an underpass route next to La Costa restaurant. This will relieve in-town traffic as well as the traffic congestion exiting Gannon Blvd. to the west. A one-way traffic pattern and an alternate route under the freeway will direct traffic, relieve the congestion during peak driving times, re-direct traffic flows providing our community and citizens with an affordable alternative. Why not try something like this first before committing millions of dollars toward a short-term, ill-advised, and untenable resolution?

We must have your contact information for your comments to be considered in the final environmental impact statement.

Name DAVID J. WILDERBERG

Address 1005 GREENWOOD BLVD S.W.

City Issaquah

State WA

Zip 98027

Phone (optional) 425-392-6688

E-mail (optional) pac@nwsls@aol.com



**CITY OF ISSAQUAH  
SOUTHEAST ISSAQUAH  
BYPASS**

**COMMENT FORM**

**Draft Environmental Impact Statement Public Hearing • August 1, 2000**

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**SE Issaquah Bypass Draft Environmental Impact Statement Comments**

I support the construction of the Southeast Issaquah Bypass. I feel that residents and people that are employed in the city of Issaquah would benefit from reduced traffic through the city. I personally live and work within the Issaquah city limits, three miles apart. It usually takes 15 minutes for me to travel those three miles in the afternoon due to traffic on Front St. In my opinion, the noise and pollution that would affect our high school and Clark Elementary would be no different than that

**OVER PLEASE.....**

of Newport Way being next to Issaquah Valley Elementary. My daughter attends Issaquah Valley Elementary and I do not believe that the noise or pollution generated on Newport Way affect her ability to learn and grow successfully. I believe the same would be true for our high school & Clark Elementary students with the SE Bypass.

I believe everyone wants the traffic along Front St. & Newport Way to be lessened by commuters. Having an avenue that is a direct route between South Issaquah and Redmond, and is isolated away from Issaquah city traffic would relieve both city residents, as well as commuters.

Without this project, the SE Issaquah Bypass, relief will not happen.

We must have your contact information for your comments to be considered in the final environmental impact statement.

**Name** Luann Harris

**Address** 245 Wildwood Blvd. SW Apt. 10

**City** Issaquah

**State** WA

**Zip** 98027

**Phone (optional)** 425-427-1767

**E-mail (optional)** luannsharris@

home.com



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## COMMENT FORM

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### SE Issaquah Bypass Draft Environmental Impact Statement Comments

I am very much in favor of further consideration being given to Alternate 3 - Tolling (Congestion Pricing) as described beginning on Page 2-10 of the SE Issaquah Bypass Draft EIS. On the draft document, this alternate was described as follows: "Tolling would have much fewer impacts on the natural environment than the proposed project."

In "Relationship to Project Purpose and Need" the objection was raised that tolls would have to be set very high, but that the idea - set tolls high so that drivers would either use Highway 518 or mass transit. It would only be in effect during the rush hours and only in direction of congestion.

OVER PLEASE.....

Under Social Impacts: The toll booth should be located so that drivers are not offered alternate routes. Road should be clearly marked as a toll road and house of toll collection. If you're on the road entering downtown Issaquah, you pay the toll or are fined.

Addressing social equity - those with limited income and need to use the road during rush hours should be allowed to apply for a "smart pass" that would enable them to use road Under Operational/Technical issues - The idea is to discourage shoppers from going to downtown during the rush hours. I believe the traffic is doing that now. People who work in downtown should receive "smart passes" from their employers which are returned and/or invalidated upon termination of employment. Staffing of the toll booth would create employment for persons or persons with low income who cannot afford to pay toll.

The City would need to request special legislative authorization from state government for the toll. This is done all the time. I believe if each objection was raised with solutions, we could be found that would be acceptable to all. 47-001-2401-10

The project is a good one. We must have your contact information for your comments to be considered in the final environmental impact statement.

Name MARY CHIRKIS  
Address 4152 PROVIDENCE RT DR SE #102  
City ISSAQUAH State WA Zip 98029  
Phone (optional) \_\_\_\_\_ E-mail (optional) \_\_\_\_\_



CITY OF ISSAQUAH  
SOUTHEAST ISSAQUAH  
BYPASS

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### SE Issaquah Bypass Draft Environmental Impact Statement Comments

At the meeting on August 1st. in regard to the "By Pass" I'm wondering how a two lane road is going to handle all the traffic this will generate. I drove school bus for a number of years until retirement & I know first hand what a traffic back-up this will create. It's like having a stop light every other block.

Besides being a safety concern for our children, what about emergency vehicles? How do we propose they get through traffic?

In my travels to North Bend I have seen

OVER PLEASE.....

cars travel to & from Hwy 18 to Issaquah. Why would the City of Issaquah want to create a "By Pass" when there already is a "By Pass" on Hwy 18 & S.A. 900. Let the State take care of its own problems & concentrate on the safety of our children. Our children should be our first concern. Building a "By Pass" by our High School is not a good proposal.

Sincerely,  
Kelen Thompson

We must have your contact information for your comments to be considered in the final environmental impact statement.

Name Kelen Thompson

Address 15128 Cedar Grove Rd. S.E.

City Issaquah

State Wa.

Zip 98027

Phone (optional) 425-392-3143

E-mail (optional)



CITY OF ISSAQUAH  
SOUTHEAST ISSAQUAH  
BYPASS

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### SE Issaquah Bypass Draft Environmental Impact Statement Comments

As a trail user and member of the IATC I am suggesting further study be done on the trail alignments. I have read the DEIS and attended the community meeting.

What temporary arrangements are being made to Tiger Mountain from the high school during construction?

The proposed trail-going down to the light at Park Point and then along the bypass needs to be redrawn. Away from the bypass and higher on Tiger would be a better alternative than along the highway. This is going to be a noisy bypass and not conducive to an experience in the mountains which we have had in the past.

Issaquah is supposed to be a trailhead city and the bypass is making the trail heads into unattractive entrances to the

**OVER PLEASE.....**

mountain both through the tunnel at the north and along side of rushing cars at the south. We need some better thinking on this subject.

Not only hikers but animals need corridors to and from our open spaces.

I would prefer a no-build alternative, however, the final EIS should address the above concerns.

We must have your contact information for your comments to be considered in the final environmental impact statement.

Name Betty Culbert

Address 5219 Lake Wilderness Country Club Drive SE

City Maple Valley State Wa. Zip 98038

Phone (optional) \_\_\_\_\_ E-mail (optional) \_\_\_\_\_

Dear Mr. Brock:

As a citizen in the Issaquah area, I fear that the proposed SE Issaquah Bypass will not provide a long-term solution to a regional problem and in fact will bring severe consequences to Issaquah.

The Draft Environmental Impact Statement does not adequately address NO BUILD alternatives. Commuters from other areas generate much of the traffic congestion in Issaquah; therefore, a multi-jurisdictional solution is necessary. The Final EIS must examine ways to re-educate commuters from the south to use SR 18 to I-90 through use of signage, metering, congestion pricing, lowering the speed limit and adding stops to Issaquah-Hobart Rd. and the like.

I would like these concerns to be addressed in the Final EIS.

Sincerely,

Name

Michael J Kutchn

Address

565 S.W. Elwood St.

City/Zip

Issaquah WA 98027

*Note: A total of 99 individual, pre-printed postcards containing this message were received on the Draft EIS.*



**SAVE LAKE SAMMAMISH**

1420 N.W. Gilman Blvd., # 2565  
Issaquah, Washington 98027

Page 2

August 8, 2000

Robert Brock  
Public Works Director  
City of Issaquah Public Works Department  
1775 12 Avenue NE  
Issaquah, WA 98027

**RECEIVED**

**AUG 15 2000**

**PUBLIC WORKS ENG.**

**RE: Comments on Draft EIS for the Southeast Issaquah Bypass**

Dear Mr. Brock:

Thank you for the opportunity to review and to comment on the Draft Environmental Impact Statement (DEIS) for the proposed Southeast Issaquah Bypass. We have five major areas of concern: (1) failure to identify one of the seven potential alternatives (six project alternatives and one No Project Alternative) as a preferred alternative; (2) the impacts of the proposed project on the water quantity and quality, wildlife and habitat along the East Fork of Issaquah Creek, and their implications for the Lake Sammamish watershed (3) the specificity and adequacy of the mitigation measures identified; (4) the financial assumptions contained in the DEIS and (5) the projected level of both vehicle and other activity projected in the project area. These concerns are noted below, with comments and recommendations regarding specific pages of the DEIS included in Attachment A.

**1) Failure to Identify A Preferred Alternative**

The DEIS fails to identify a preferred alternative against which the other alternatives presented can be assessed. This mix and match approach resulting in six possible alternatives and a No Project alternative causes substantial portions of the DEIS' assessment of impacts and mitigation measures to be overly general and lacking in specificity. This, in turn, makes it difficult if not impossible, for members of the public reviewing the document to respond to specific impacts and mitigation measures.

**2) Impacts in Water Quality, Wildlife and Habitat**

***Project Impacts on Issaquah Creek and Lake Sammamish Watershed***

We are very concerned about the potential impacts of the project on the water quality, quantity and fish habitat along East Fork Issaquah Creek and Lake Sammamish. The

Continued...

DEIS minimizes the significant adverse effects on the water quality in both Issaquah Creek and Lake Sammamish, as well as the fish habitat in the area of the proposed project (East Fork Issaquah Creek) which supports coho, chinook and sockeye salmon, as well as steelhead trout. The conclusions drawn by the DEIS regarding the significance of the project's impacts are puzzling, since a similar project, the Sunset Interchange and South Plateau Access Road identified numerous significant impacts. Specific actions, enforcement, and maintenance responsibilities need to be identified and implemented to mitigate the adverse effects of the numerous impacts that still need to be identified adequately in the DEIS for the Southeast Issaquah Bypass.

***Effectiveness of A Stormwater Management Facility***

While an attempt has been made to provide for mitigation of stormwater runoff by including construction of a stormwater management facility, infiltration of this runoff – a preferred method of minimizing surface water quality impacts – is far from certain. Since much of the long-term – and substantial amounts of the short-term mitigation strategy for water quality impacts depends on the operation of a proposed stormwater management facility, substantially greater detail regarding its design, operation and the impacts of the various operational options needs to be provided **AS PART OF THE EIS** in order to obtain meaningful public input.

***Short- and Long-Term Impacts on Salmon Spawning Grounds***

The impact that the proposed project will have on the fish habitat for the various salmon species is both substantial and enduring. The DEIS identifies the East Fork Issaquah Creek in the project area as a spawning area for coho, chinook and sock-eye salmon. More importantly, it identifies significant impacts on the water quality, habitat, and wetland vegetation in the salmon spawning grounds. Although several possible strategies are identified to mitigate impacts on specific wetland areas, as well as reconstruct fish habitat, efforts to preserve key wetland areas and fish spawning grounds are identified as occurring only to "the extent possible". This is critical because "short-term" salmon spawning habitat disturbances frequently carry with them long-term consequences to maintain salmon species viability. In addition, the impacts of increased sedimentation in East Fork Issaquah Creek and habitat disturbances during construction need to be identified in greater detail (rather than simply as "BMPs") so that specific comments and recommendations may be offered.

The DEIS fails to address the Lake Sammamish summer-run (early-run) kokanee. The East Fork was part of their historic range and some may still utilize this creek for spawning. Save Lake Sammamish and a consortium of environmental groups on March 16<sup>th</sup>, 2000 petitioned the US Fish and Wildlife Service to list these unique, native kokanee as endangered under the Endangered Species Act. Loss of habitat is clearly one of the factors of decline and it is imperative that the DEIS address adequate mitigation measures to protect the habitat of this endangered run.

Continued...

**A Non-Profit Washington Corporation**

[www.scn.org/earth/savelake](http://www.scn.org/earth/savelake) (425) 641-3008

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**Save Lake Sammamish**

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Wetland areas do not develop overnight. Nor does salmon spawning habitat. Identifying "mitigation" strategies which preserve and enhance the existing fish spawning grounds should be a primary commitment of the project, rather than being relegated to secondary importance.

#### ***Water Quality Impacts on East Fork Issaquah Creek and Lake Sammamish***

The DEIS states that the erosion-related impacts of Southeast Issaquah Bypass construction activities are expected to be minor, yet provides no basis for this assessment. The DEIS asserts that the project would contribute less than 0.5 percent of construction-related phosphorus loading to Lake Sammamish in a typical year. This amount is indeed significant in relation to the area the project would cover in proportion to the Lake Sammamish watershed and warrants substantial mitigation efforts. When taken cumulatively with the phosphorus loading occurring with the concurrent construction of the Sunset Interchange and access roads, Grand Ridge and other developments, the phosphorus loading into East Fork Issaquah Creek and, subsequently, into Lake Sammamish will substantially degrade water quality and the viability of these waters to support salmon. When added to the increased sediment runoff, the ability of East Fork Issaquah Creek and Lake Sammamish to continue to support the numerous species of salmon is increasingly questionable. Moreover, we believe that the activity levels, and the associated environmental impacts, are understated. Destruction of wetlands not only impairs recharge but filtration function also and adequate mitigation to replace these functions is not documented in the DEIS, but needs to be.

#### ***Water Quantity Impacts on East Fork Issaquah Creek, Lake Sammamish and the Issaquah Aquifer***

Loss of recharge to the Issaquah Aquifer, which is hydrologically associated with East Fork of Issaquah Creek and with Lake Sammamish, has not been addressed adequately by the DEIS. Loss of flow in the creeks has a major impact on fish habitat and the EIS needs to identify specific actions, enforcement, and maintenance responsibilities to mitigate the adverse effects of the Southeast Bypass on recharge to the aquifer, flows in the creeks and Lake Sammamish.

#### **3) Specificity and Adequacy of Mitigation Measures Identified**

Although substantial information has been provided about the project's design, scope, and benefits in alleviating traffic congestion, a similar level of effort still needs to occur to identify the detailed environmental mitigation strategies which are planned to be employed (rather than simply listing several relatively vague options which "could" be used). Without this more detailed information, it is difficult to make an independent assessment as to the adequacy of any proposed actions to mitigate the impacts on water quality, wetlands, and wildlife.

Continued...

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Any effort to finalize the Environmental Impact Statement must have clearly identified mitigation measures, as well as the parties responsible for their funding, implementation, monitoring and maintenance identified. An integrated plan which clearly demonstrates these elements and their phasing should be included as an integral part of the project development.

#### **4) Financial Assumptions Contained in the DEIS**

The DEIS notes that the project is not yet part of a conforming Metropolitan Transportation Plan (MTP) or Transportation Improvement Plan (TIP). In order to meet tests for air quality conformity, not only must the MTP, TIP and project meet air quality requirements contained in the region's Air Quality Management Plan, the project must be part of a fiscally constrained MTP and TIP. Since the passage of I-695 and subsequent legislative action which reduced car tab taxes (and dramatically reduced the level of transportation funding available in Washington State), the roadway capacity projects, transit service levels, and Transportation Demand Management assumptions used in the project analysis are no longer fiscally constrained. Therefore, we request that the transportation and associated impact analyses be re-done to reflect the fiscal reality of available transportation funding.

#### **5) Projected Activity Levels**

##### Activity Level Analysis

Insufficient analysis has been conducted to assess the travel activity, potential "need" for new and enhanced roadway and other facilities, enhanced development activity, and the associated environmental impacts. At a minimum, scenario testing of high-, medium-, and low-levels of population, housing, and employment growth should be developed to provide an order of magnitude assessment regarding the implications of fueling latent demand for development in the areas surrounding the project. Demographic data to develop such scenarios could be obtained from the City of Issaquah, King County and the Puget Sound Regional Council.

##### Assumptions Used in Projecting Future Travel Activity

When projecting future levels of travel activity for the proposed project, assumptions were made to reduce home-to-work trips by 3 percent in the year 2000, and by 13 percent (10 percent aggressive travel demand management measures and the 3 percent Commute Trip Reduction Act impacts) in the year 2015. We believe that including these assumptions underestimates the projected future traffic volumes, and thus the associated water quality, habitat disturbance and air quality (as required to meet conformity tests) impacts.

Continued...

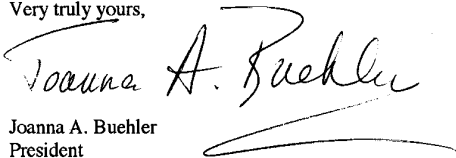
Save Lake Sammamish  
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Although the Commute Trip Reduction Act is legislated, it is unclear from the information included in the DEIS that a 3 percent reduction in daily home-to-work trips is a reasonable expectation to be achieved in a developing suburban area (like that surrounding the proposed project!) with minimal transit access and no immediate plans to dramatically enhance transit circulation within the area. It is equally unclear, based on the information provided in the DEIS, how an additional 10 percent reduction in peak-hour home-to-work trips can be justified given that there are no specific and funded commitments to either expand the transit service coverage area or to dramatically increase the frequency of the existing and presumed expanded service area. A final EIS should either delete these assumptions or provide more substantial justification such as the funding commitments, responsible implementers and associated impacts.

Attachment A to this letter offers more detailed comments on the Southeast Issaquah Bypass Draft EIS.

If you have any questions regarding these comments, I can be reached at (425) 641-3008.

Very truly yours,

  
Joanna A. Buehler  
President

Attachment – 4 pages

#### **Attachment A: Detailed Comments on Southeast Issaquah Bypass DEIS - SLS Comments**

Page 2-12 to 2-13 We disagree with the exclusion of an Expanded Transit Service Alternative. The DEIS cites both funding and the need for extremely high levels of ridership as barriers to this alternative. However, the DEIS authors make exactly the opposite argument in the Final Transportation Technical Report, pages 46-47. Here, 3 percent of single occupant vehicle traffic is assumed to disappear during commute hours in 2005, with a 13 percent trip reduction assumed in 2015 due to non-specific, unfunded “aggressive” TDM actions. In order for the level of TDM trip reductions assumed by the transportation analysis to occur, high levels of transit and other high-occupancy vehicle (HOV) ridership will be necessary, thus offering a substantial HOV base from which to grow. Thus, we request that the Expanded Transit Service Alternative be added back as in as a viable alternative. If, on the other hand, there is a consensus that expanded transit service is neither cost-effective nor feasible, we request that the TDM assumptions used in the modeling analysis to reduce 13 percent of peak period trips be scaled back significantly.

Page 4-9 The DEIS notes that the “The project does not yet meet the criteria of 40 CFR Part 93 and WAC 173-420 for projects from a conforming plan and TIP, because the project has not yet been included in the Metropolitan Transportation Plan (MTP) and TIP.

In order for a project to be included in a conforming Metropolitan Transportation Plan and TIP, the entire set of projects (including roadway capacity enhancements, transit, and TDM measures) must not only conform with the Puget Sound AQMPs, but must also be fiscally constrained. With the passage of Initiative 695 and subsequent action by the Washington State legislature reducing car tab fees to \$30, the viability of both the region’s and Washington State’s transportation funding is highly suspect.

Thus, we request that the conformity analysis and determination for the project occur using a transportation network subject to the fiscal constraints currently facing the region.

Page 4-43 The DEIS notes that “All stormwater management facilities for the Southeast Issaquah Bypass will be designed using criteria set forth in the 1998 King County Surface Water Design Manual ... Detention design will meet level 1 detention criteria.”

The DEIS discussion of potential surface and water quality impacts is incomplete and inaccurate. The DEIS does not identify specific actions that would be taken to mitigate the impacts on surface and ground water quality. It is insufficient to simply identify “Level 1 detention criteria” and suggest that “Preliminary geotechnical investigations in this area [adjacent to Issaquah High School property] indicate that infiltration should be feasible.” What if it is not? We request that the specific mitigation actions and their impacts be identified.

Page 4-48 to 4-49 In discussing the mitigation measures common to Alternatives 1-6 and impacts and mitigation measures unique to Alternatives 2,4 and 6, the DEIS offers only general potential mitigation strategies with no specifics.

We request that existing stormwater conveyance capacity systems in the project area, their capacity and the proposed necessity for and siting of additional storm drainage capacity and infiltration ponds be identified. This information is lacking, but is critical in order to adequately assess the impacts and specific mitigation measures needed.

Continued...

Page 4-63 The DEIS asserts that discharges to East Fork Issaquah Creek would have slightly improved water quality due to infiltration of runoff from new roadways and from the realigned section of East Sunset way. It also notes improved water quality along the Front Street corridor due to reduced traffic volumes on Front Street. Finally, it describes a slight beneficial impact on phosphorus loadings to Lake Sammamish because of the shift in traffic flow to roadways that drain to new treatment facilities.

Please clarify the basis for these assertions. Given that the project would entail substantial movement of earth, possible destruction of wetlands, and a multiple year gap before vegetation destroyed in the construction process could be approximated, we are unclear how positive water quality impacts could be achieved. Moreover, since substantial information about the existing stormwater conveyance capacity and infiltration ability is absent, we question the accuracy of information used to determine a positive water quality outcome from the project, particularly prior to mitigation of impacts. Also, introduction of either a bridge supported by pilings or an earthen berm into the existing functioning wetland area is also likely to decrease natural wetland functions.

Page. 4-74 to 4-76 Each of the proposed alternatives would have significant adverse impacts on wetlands. The DEIS offers only extremely general references to mitigation actions and references "A conceptual wetland mitigation plan prepared prior to the construction phase of the project...."

We request that a written detailed, specific plan be developed that identifies where wetland mitigation would occur, which plants are expected to be planted where, and how the plantings will be maintained, along with responsibility for their maintenance.

Page 4-79 to 4-80 The DEIS identifies creation of alternative wetland areas as a mitigation measure for Alternatives 2,4 and 6. However, nowhere does it provide data regarding those areas' anticipated ability to function as an alternative wetland area, including those areas' anticipated ground water and stream recharge rates. Please provide these data. Also, we request that a written detailed, specific plan be developed that identifies where wetland mitigation would occur, which plants are expected to be planted where, and how the plantings will be maintained, along with responsibility for their maintenance.

Page 4-92 The DEIS acknowledges the use of Issaquah Creek as salmon spawning habitat both downstream from and in proximity of the proposed project. However, in the section on impacts and mitigation (pages 4-95 to 4-97), the DEIS is entirely inadequate in identifying impacts and mitigation measures. When the amount of ecosystem disturbance, impermeable surface and human activity is introduced into a fish-spawning ecosystem, it is inconceivable that significant impacts would not occur that would require substantial mitigation.

Please revise the DEIS so that it acknowledges these impacts and proposes specific mitigation measures to address these significant impacts.

Continued...

Pages 4-101-4-102 While the DEIS acknowledges the presence of bull trout and chinook salmon in the Issaquah Creek system, it downplays the importance that East Fork Issaquah Creek and the south tributary to Issaquah Creek serve as both salmon spawning habitat and as sources of freshwater into Issaquah Creek. The DEIS also does not acknowledge the presence of summer run kokanee in Issaquah Creek, along with the impacts that would occur.

This "analysis" needs to be substantially enhanced to include real data and real impacts. Moreover, real and specific mitigation measures that would be implemented to attempt to mitigate the impacts on endangered and threatened species.

Page 4-162 Spraying exposed soil and graveling and paving haul roads are identified as mitigation measures to reduce particulates in the air. However, no water quality and fish habitat impacts that would be associated with these "mitigation" strategies are identified. Please identify these impacts and offer alternatives.

Page 4-171 The DEIS estimates that the project would represent approximately 0.5 percent of the total estimated sediment loading at construction sites in the Lake Sammamish basin during a typical year. Despite the DEIS assertion that "[b]ased on this comparison, it is expected that project construction activities would not cause significant impacts on channel conveyance capacity in the East Fork and main stem of Issaquah Creek.

We strongly disagree with this conclusion and request that substantial additional mitigation measures be specifically identified. The amount of sediment that is expected to be loaded into the fragile Issaquah Creek and Lake Sammamish ecosystems are highly disproportionate and unreasonable. The Lake Sammamish watershed covers approximately 223 square kilometers. The proposed project area is far less than 0.5 percent of that surface area. Therefore, we are very concerned about the highly disproportionate volume of sediment the authors feel to be acceptable to allow to flow into the fragile Issaquah Creek and Lake Sammamish waterways.

Page 4-175 to 4-177 While the DEIS references BMPs (best management practices), possible use of proposed permanent stormwater management ponds as sedimentation ponds during construction, and states that several measures would be stressed in the erosion and sedimentation control plan and stormwater pollution prevention plan.

Page 4-178 The DEIS notes that several best management practices are recommended to minimize wetland habitat impacts. It is essential to know which specific measures are proposed to be taken in order to assess their efficacy in mitigating the wetland impacts.

We request that the DEIS identify the specific measures that would be implemented, along with how they would be enforced.

Pages 4-179 to 4-180 The DEIS notes that construction activities could affect fish habitat. With construction to occur in and around several tributaries to Issaquah Creek, it is improbable that fish habitat would not be affected.

Continued...

We request that the DEIS change “could affect fish habitat” to “ would affect fish habitat” and identify the specific mitigation measures that would be used to mitigate these impacts, their proposed efficacy, and how implementation of the measures would be enforced.

**Final Transportation Technical Report (October 28, 1998)**

Page 3 states that “[a]dditional roadway capacity will be required to meet the projected transportation demand resulting from future development in Issaquah south of I-90 ...” This statement directly supports an argument for induced demand. If the developments, and their associated impacts, are directly related to the construction of a Southeast Issaquah Bypass, the DEIS should address in greater detail the implications on growth of not constructing the bypass.

Page 12-14 Exhibits 5.3 and 5.4 provide data from 1994 and 1996 that was used to calculate traffic anticipated traffic volumes. These data are outdated and more recent data should be used to adequately reflect the current traffic situation.

Page 40 The TDM assumptions used in the traffic impact modeling analysis are overly ambitious and unsubstantiated. Use of these assumptions artificially decreases the volume of traffic anticipated in the roadways, without identifying specific actions, their implementation or funding. I-695 and subsequent legislative action has reduced funding for TDM actions, transit and other transportation projects below the baseline/current situation. Furthermore, the State Commute Trip Reduction law affects only those employers with more than 100 employees arriving to the worksite between 6:00 and 9:00 am. Large employers meeting this criterion are a minority within Issaquah and non-existent in the City of Sammamish. Moreover, the effectiveness of the law is directly correlated to the availability of alternatives to single occupant vehicles such as transit. Since there is no basis upon which these TDM assumptions can be substantiated, we request that they be significantly reduced or eliminated to provide an accurate assessment of proposed traffic levels and their associated impacts.

DEDICATED TO



## Issaquah Sportsmen Club

P. O. BOX 88

PHONE 392-3311

ISSAQUAH, WASH. 98027

RECEIVED

AUG 10 2000  
PUBLIC WORKS ENG.

Robert Brock  
Public Works Director  
City of Issaquah Public Works Department  
City of Issaquah  
1775 12<sup>th</sup> Avenue NW  
Issaquah, WA. 98027

August 1, 2000

RE: Draft EIS Comments SE Issaquah Bypass

Dear Mr. Brock,

### Comments

Page iii—your address is wrong—NW not NE

Page S-5 --- Cost estimates for alternative 4 versus 6 appear to be out of line with each other.

For example Mitigation for North B fails to indicate property purchase and construction necessary to replace road to clubhouse and replace required parking space at clubhouse. It also fails to note property purchase and construction necessary to provide access to Shooting Sports Facility. Neither of which will be necessary on North A or S alignments.

Page S-6 --- Right of Way Acquisition—again Mitigation does not identify property acquisition to replace both items in S-5 above necessitated by North B alignments

Page S-16 & 17 Land Use— same as above North B alignments

Page 2-14—next to last paragraph add—also between Issaquah Sportsmen's Clubhouse and DNR land.

Page 2-26—Alternative 7—in our opinion this is the best long term option both for economic and environmental reasons for Issaquah Citizens, Businesses, Including ours, for the school and property owners effected by this project

Page 2-42—Nonmotorized Travel—Considerable pedestrian traffic takes place between our Clubhouse Building and Shooting Sports Facility—No mention is made of how this will occur when these two facilities are separated by the North B alignments. Construction of sidewalks from Clubhouse to Park Pointe Traffic signal intersection and back to Shooting Sports Facility would be required.

Page 2-44 Cost estimates see comments S-5 and Page 2-42 above in regards to North B alignment.

Page 3-4 Historic Element—The Issaquah Sportsmen's Club House and Property are listed on the National Register Of Historic Places and The Washington Heritage Register. The Clubhouse building is listed as a King County Landmark and it has county restrictions as to its placement in a wooded park like surrounding should the building be moved from its current location. Additional restrictions are placed on the property by Agreements with the Interagency Committee for Out door Recreation (IAC)

Page 4-11—Affected Environment—2<sup>nd</sup> Paragraph—add at end: and Issaquah Sportsmen's Clubhouse

Pages 4-17, 18 North B alignments will have substantial noise level impacts in the Sportsmen's Clubhouse used for meeting purposes and as a classroom training facility. North S Alignment will also have impact on Clubhouse noise levels.

Page 4-85 Mammals- Black Tail Deer occupy and regularly travel the North A, B, S and South A alignments frequently traveling down on to SE Bush Street, SE Andrew Street and going as far west as Memorial Field. Pileated Woodpeckers are also frequent visitors to diseased trees in this area.

Page 4-87 North alignments and South A—Black Tail Deer occupy these alignments on an around the clock basis and are seen on a very frequent basis during daylight hours. They are normally not afraid of human activities except during the fall rut season and spring fawn birth periods.

Because of the wooded areas on both sides of the proposed alignments it can be expected that numerous road kill & related possible substantial injuries to human occupants of vehicles can be expected.

Page 4-88 3rd paragraph—last sentence—further study is needed before a preferred alternative is selected—How can this be when the preferred alternative has already been identified (alternative 4) ?? this needs to be done before the Final EIS is adopted...

Page 4-101 Chinook Salmon – In earlier years adult Chinook salmon were in regular fall attendance in the main stream Issaquah Creek for many miles south of Issaquah. The taking of all adult Chinook at the Issaquah Hatchery for many years reduced this run above the hatchery except for those that escaped over the fish weir during flood periods. Tributary 0199 is a regular place for smolt salmon of all species to escape turbid flood waters and high velocities during flood events. Unless done properly all work in the vicinity needs special attention and a major question exists as to weather storm water detention ponds proposed for this project in the south end will work due to flood and winter high water table levels.

Page 4-104 and Figure 4-15—we believe the Sportsmen's Club properties are Currently Zoned King County RA-10

Page 4-111 next to last paragraph- This project is not wholly within the Urban Growth Boundaries- Both of the Sportsmen's Club properties, The adjacent DNR lands and the properties south of SE 96<sup>th</sup> Street are outside the Urban growth Boundary and as such their use for construction of roads to serve growth inside boundaries is not consistent with county and state growth management policies.

Page 2 of 4

Page 1 of 4

Table 4-17 Zoning noted for all properties outside of city limits is not consistent with current King County Zoning in the area.

Pages 4-114 & 115---All North B and North S alignments fail to mention Both Sportsmen's Club properties zoned RA-10 classified as recreational use. No mitigation identified for lost parking and access roads necessary to access and use both properties. Also no mention that access to these properties must be maintained during and for all open hours of the shooting sports facility and for all scheduled events at the Clubhouse.

Page 4-121 Water Supply- No mention is made of 8" watermain extending from the former BN right of way ( Puget Sound Energy) east in an easement to the south side of Sportsmen's Clubhouse

Electrical Energy---No mention is made of underground electrical feeder in SE Evans St. and 6<sup>th</sup> Ave. SE serving both Sportsmen's Club properties and Cell Phone Tower. An Underground telephone cable also serves these properties in the same trench as the electrical feeder.

Page 4-122 Recreation---No Mention of the Sport's Club Shooting Sports Facility is made.

Page 4-125 Last Paragraph mentions mitigation measures are identified under specific elements. In the next 8 pages no mention is made of mitigation of impacts caused to Sportsmen's Club properties by North B and S alignments. Access, Parking and pedestrian, all mentioned in prior comments above.

Page 4-134 existing zoning---North B alignment crosses through RA-10 zoning (Sportsmen's club properties)

Page 4-135 Mitigation---No mention is made of loss of business revenue if access is not maintained during all open hours of the Shooting Sports Facility. This is an economic impact if access is not maintained during all of project construction.

Page 4-137 Mitigation---All North B alternatives---In that no alternative land zoned for an outdoor shooting sports facility is available in King County or the City of Issaquah acquisition in lieu of redesigned access is not a viable option.

Page 4-141 1<sup>st</sup> Paragraph- Both the Issaquah Sportsmen's Club house and land are listed on the National Register of Historic Places and Washington Heritage Register. The building is listed as a King County Landmark and special restrictions relate to it in conjunction with its land surroundings.

Page 4-142 Mitigation alternatives 3 and 4 fail to mention any mitigation resulting from separation of Sports Club Properties. Also fails to mention mitigation for loss of the required parking for the clubhouse site and for the current on street parking for both sites.

Page 4-143-- North S alignments---This alignment is no different than the A or B alignments as it relates to the White Swan, except that the maps show a larger detention pond east of White Swan. Why is a larger pond needed for North S when its drainage area is equal to the North A and only slightly longer than North B. Further more the E Sunset street grade is controlled by the I-90 Sunset Interchange project under which it is being constructed.

Page 3 of 4

Page 4-182 -- water supply-- add S alignment alternatives 5& 6 for 8" main mentioned above  
Electrical and Telecommunications ---add B and S alignments underground feeders mentioned above.

Page 4-205---Recreation Impacts---Mitigation measures---both secondary and cumulative impacts would be experienced if mitigation measures that were omitted in this draft related to continued access and parking issues for the Sports Club Facilities are not addressed. Failure to provide access to the shooting sports facility would be a major loss of a recreational facility that can not be replaced anywhere in King County or the City of Issaquah, under existing zoning requirements.

June 6, 2000 Summary of Bypass Public Roundtable Meeting

A representative from the DNR testified that DNR was opposed to any alignment that encroached on the DNR property. He was about the 6<sup>th</sup> or seventh speaker- no record of his testimony is included in the summary of Oral Testimony. Why Not??

Chapter 6-- S alignments ---see prior comments about White Swan---why is S alignments using more DNR land than alternatives 1 & 2 ?.

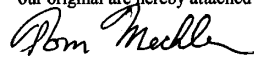
Page 6-3---4<sup>th</sup> paragraph third line- change eastern to western---and what will effect on Cell Tower be if any.

Page 6-7 and C-1 & C-2 No record of coordination with the King County Cultural Resources offices is indicated in regards to King County Landmark Status of Clubhouse  
NO record of coordination with the IAC ( Interagency Committee for Outdoor Recreation is made, in that they have long term financial interest in both sports club properties. nor is any record of either agency being on the distribution list of the Draft EIS listed on Pages C-1 & C-2

Page 11---Supplemental transportation technical memorandum---Alternatives 5 & 6 not listed.

As a final note a number of the above comments have been partially incorporated in the various Supplemental and technical reports but uniformity and consistency among them does not address all the comments.

In addition, our letter of July 3<sup>rd</sup> 2000, in regards to Statutory Authority for land Acquisition has been returned by you, with the comment that it should be attached to this letter. Your return letter and a copy of our original are hereby attached for the City's response .

  
Tom Mechler  
President, Issaquah Sportsmen's Club

Page 4 of 4  
Attachments 2 pages



## *Issaquah Sportsmen Club*

P. O. BOX 88

PHONE EX.2-3311

ISSAQUAH, WASH. 98027

City of Issaquah  
Issaquah, Washington

July 3, 2000

RE: Statutory Authority for Land Acquisition Outside of Corporate City Limits.

The Issaquah Sportsmen's Club Inc. owners of two properties ( King County Tax Lots 9019 and 9203) both of which are currently zoned RA-10 and both of which are in unincorporated King County and both of which are outside of King County's Urban Growth Boundary, requests the following information:

Please cite and provide copies of City of Issaquah Municipal Code (I.M.C.), King County and Revised Code of Washington codes, where applicable;

1. Statutory authority for voluntary acquisition of property outside of City Limits for road and street purposes. i.e. : a mutual agreement between City and Sportsmen's Club for amount, location and price and or other alternatives such as land trades.
2. Statutory authority for the City's acquisition of portions of the Sportsmen's Club property outside of City Limits for road and street construction and or improvements for the purposes of reducing traffic congestion within the City Limits.
3. Statutory authority for the City's acquisition of portions of the Sportsmen's Club property outside of City Limits for street and road construction and or improvements necessary / generated by development within the City Limits. In this request specifically the proposed new Park Pointe Development and other benefiting new developments such as East Village within the City Limits.

In the case of items 2 and 3 we are aware of procedures outlined in RCW's related to compensation for land acquisitions under URRPP act of 1970. This act does not authorize acquisitions outside of City Limits.

Because of the short time remaining to comment on the Draft Environment Impact Statement for the Southeast Issaquah Bypass, please respond with this information no later than July 15, 2000.

Thank you for consideration of this matter.

Tom Mechler

President Issaquah Sportsmen's Club Inc.



August 15, 2000

Robert Brock  
Director, Public Works Department  
City of Issaquah  
P.O. Box 1307  
Issaquah, WA 98027-1307

**SUBJECT: SOUTHEAST BYPASS DEIS**

Dear Mr. Brock:

The Issaquah River and Streams Board's mission is to provide citizen input to the City on projects potentially affecting aquatic resources. The present board consists of members with professional expertise in wetland ecology and permitting, marine fisheries, groundwater, soil science, and social sciences. The board's expertise is complemented by a commitment to preserving and improving the City's aquatic resources.

The Board understands and appreciates the difficulty in trying to balance transportation services while protecting the environment. The Board acknowledges the extensive planning and study that formed the basis for the Issaquah Bypass DEIS. At the July 18, 2000 River and Streams Board meeting, members of the Issaquah Bypass project team presented the baseline information and project alternatives to the Board. It was a very informative meeting and greatly appreciated.

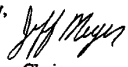
The Board has also reviewed sections of the DEIS that relate to aquatic resources. After considerable discussion, the Board wishes to express its concern for the project impacts. All build alternatives will have significant impacts on wetlands, groundwater, surface water, and fishery resources. Even with mitigation, the project will cause major disruptions of natural resources in the southeast area of Issaquah.

If the Bypass is to be built, then the Board supports the alternative with the least impacts to wetlands. The alternatives with the least wetland impacts are those alternatives that include the South A Alignment. South A Alignment has the least impact to wetlands by a considerable margin, and it is substantially cheaper than the South B Alignment. The South B alignment impacts three times more wetlands (0.92 acres) than the South A Alignment (0.30 acres).

The impact to Wetland GW from the South B Alignment (0.39 acres) cannot be ignored. Wetland GW is one of only a few large Class 1 wetlands in the City. This wetland should be preserved to the greatest extent possible, because it is rare, high quality, and has irreplaceable functions. The Board realizes there are other issues that affect the choice of an alternative, but the impact on aquatic resources should be given complete and thorough consideration before choosing a project alternative.

The Board has several comments on specific sections of the DEIS. They are attached for your review.

Sincerely,



Jeff Meyer, Chair

**Issaquah River and Streams Board:**

|                              |                        |                          |
|------------------------------|------------------------|--------------------------|
| Petrina Gillette, Vice-Chair | Ron Bush, Member       | Suzanne Pedersen, Member |
| Dale Synder, Member          | Jeff Villnow, Member   | Janet Wall, Member       |
| Ron Timm, Alternate          | Brent Jones, Alternate | Joyce Johnson, Alternate |

**Attachment**

copies: Honorable Mayor Eva Frisinger; Mark Hinthorne, Planning Director; Peter Rosen, Senior Environmental Planner

**CITY OF ISSAQUAH  
RIVER & STREAMS BOARD**

August 15, 2000

**Board Comments Relating to Bypass DEIS**

**Chapter 3: Effected Environment**

- The "Effected Environment" section (Chapter 3) is a total of 5 pages long. Although Chapter 3 acknowledges that the existing conditions are discussed in more detail in Chapter 4, Chapter 3 is an inadequate discussion.

**Chapter 4: Environmental Consequences**

**Section: Geology and Soils**

- Summary matrix (Table S-2) of impacts for all alternatives is inadequate. It doesn't identify the percent of steep slope, erosion hazard, or seismic hazard impact areas that are described in the text of Chapter 4.
- "Impact and Mitigation" section is insufficient to analyze impacts to water quality and aquatic resources.
- "Geology and Soils" does not discuss the amounts of earth work that will be needed, volumes of soils removed and volumes of grading required. There is minimal discussion of an erosion control plan.

**Section: Water and Hydraulic Systems**

- Section needs a figure identifying stormwater treatment facilities locations and discharge points.
- In the North alignment, the discussion of groundwater impacts is inadequate. *Example:* During Level 3 fiber optic installation, a significant groundwater source was interrupted during construction. The water source hasn't been identified in the DEIS. All seeps and groundwater sources should be discussed.

**Section: Flood Plains**

- A loss of flood plain storage capacity is identified for Alternatives 1 through 6. No replacement flood plain storage is proposed. Will flooding result?

**Section: Water Quality**

- Why isn't a water quality technical memorandum included as an appendix to the DEIS?
- Succinctly describe construction impacts and operational impacts.

**Section: Wetlands**

- There is a small, forested wetland next to where a retaining wall that is proposed in the vicinity of the Sunset Interchange. This wetland should be disclosed and potential impacts discussed.
- The least impacts to wetlands are from those alternatives that include the South A alignment. South A alignment has 0.62 acre less impact than South B.
- A table listing the impacts and mitigation by each alternative should be added to page 4-73.
- The impact to wetland habitat caused by the roadway deck and subsequent shading should be identified and mitigation measures proposed. It is inadequate to only assess permanent impacts to wetlands from the area of the pilings alone.
- Seeps supporting Wetland GW should be identified in Figures 4-10, 4-11, 4-12, and 4-13.
- Wetland GW is a high-quality Class 1 wetland. Class 1 wetlands are rare in the City. We believe that this project would have a severe, negative impact on one of the most valuable wetlands in the City. A Class 1 wetland cannot be replaced.
- Add stream buffers to the wetland and buffer impact areas.

**Section: Vegetation and Wildlife Habitat**

- Consider constructing the bridges in such a manner that they are amenable to roosting by bats.
- Impacts to vegetation needs to be discussed in the Summary Matrix and in Chapter 4.
- The Proposed Mitigation Plan is inadequate, making it impossible to evaluate if project impacts are mitigated.
- The Board believes that if South Alignment B were built, there would be significant, negative impacts to wildlife habitat, wildlife corridors, and vegetation.

**Section: Fisheries**

- The classification and buffers of the South tributary and the North tributary should be disclosed in the Effected Environment for Fisheries.

**General Comments**

- Figures 4-19 and 4-20 appear to be identical. Is this, in fact, the proposed alternative?
- The Issaquah School District ball field and Sportsman's Club is listed by Washington State as a contaminated site. This site should be identified in the DEIS.

Robert Brock  
Public Works Director  
City of Issaquah Public Works Department  
1775 12<sup>th</sup> Avenue NE  
Issaquah, WA 98027

SE Issaquah Neighborhood Alliance  
1101 Lewis Lane SE  
Issaquah, WA 98027-4706

August 14, 2000

Mr. Brock:

This letter with attachments are the comments to the Southeast Issaquah Bypass Draft Environmental Impact Statement (DEIS) issued June 22, 2000 submitted by the SE Issaquah Neighborhood Alliance. We are a group of residential property owners who will be directly impacted by the construction of the Southeast Issaquah Bypass. The signatures and addresses of members are listed at the end of this letter.

The primary focus of the comments are directed to the flooding issues associated with the South A alignment alternatives 1, 3, and 5 and include photos and records maintained by area residents, historical flow data, and input from government agency staff. These comments conclude the following:

1. The documentation which serves as the basis for determining the floodplain limits in the area of the South A alignment appears to be very preliminary, warranting conservative assumptions regarding 100 year flood levels. In addition, the preliminary flood information provided (Exhibit A) appears to contradict observed conditions, possibly underestimating the 100 year flood elevation.
2. The DEIS does not demonstrate an understanding of the patterns of flow during a flood, and does not address how these flow patterns will be affected by the South A alignment. In addition, there is no information regarding how the proposed South A alignment will affect flood levels in the vicinity.
3. The mitigation measures described for both the South A alignment are not sufficiently developed to demonstrate feasibility, conformance with regulatory requirements, and approval from other agencies affected by mitigation.
4. The DEIS does not provide sufficient information to determine that the proposed project meets the Issaquah Critical Areas Standards with respect to flooding issues.
5. The affects of the project on fish habitat and other environmental issues during construction of the project during possible flood events is not addressed.
6. The cost and affects of housing relocation for the South A alignment are not adequately addressed in the DEIS.

The attachments referred to below are as follows:

|           |                                                                       |
|-----------|-----------------------------------------------------------------------|
| Exhibit A | Current 100 year flood map provided by City of Issaquah on 7/31/2000. |
| Exhibit B | US Geological Survey Peak Flow Data from the USGS Internet Web Site   |
| Exhibit C | Corps of Engineers letter dated Jan 30, 1987 to Charles L. Steele     |
| Exhibit D | Statement from Mike Adair                                             |
| Exhibit E | Photo location maps and photos                                        |

#### Documentation of Limits of Floodplain

As stated in the Floodplains section of the 4<sup>th</sup> chapter (page 4-50), this DEIS uses the 100 year floodplain delineation shown in the Final Issaquah Creek Basin and Nonpoint Action Plan in conjunction with the wetland boundary lines in the low areas as the main sources for measuring potential floodplain impacts resulting from the proposed project. A copy of this flood map used for the DEIS is attached as Exhibit A.

The publication of preliminary findings from the FEMA mapping study currently being prepared by Montgomery Water Group, Inc. (a private consulting firm in Kirkland, Wa) should be used in conjunction with other data to provide additional information for the 100 year floodplain delineation for the Final EIS. Due to the preliminary nature of both the Basin Plan map and the preliminary FEMA map, such preliminary findings should be used conservatively, since the final findings may well show higher flood levels. The EIS should not be finalized until all studies are completed and there has been an opportunity for comment by the public and governmental agencies.

The DEIS identifies that the South A alignment will fill approximately 4.5 acre-feet of floodplain volume (page 4-52) and the South B alignment will fill approximately 1.5 acre-feet of floodplain volume (page 4-53). It is assumed that these figures are derived from the Exhibit A flood map attached. This comments asks the City to identify the source of the data on the floodplain volumes. The 100 year flood elevation in the vicinity of Front St. and 6<sup>th</sup> Avenue SE is shown as approximately elevation 130.0 based on the flood limits near this intersection. A survey point on the Front St centerline at the 6<sup>th</sup> Avenue SE junction shows an elevation of 128.6. Given the observed condition of 2 feet of water during a 33 year flood event, as more fully described in the following paragraphs, it appears that the flood elevations shown for the 100 year event on Exhibit A are underestimated. In light of this information the data used to determine flood elevations should be reviewed and revised before the EIS is finalized. The significant impacts of the project on the floodplain under the South A alignment have not been analyzed as required by WAC 197-11-440(6)(e).

#### Flooding Areas and Patterns of Flow

The Floodplains section of the 4<sup>th</sup> chapter of the DEIS (pages 4-49 through 4-54) provides some information regarding four historical flood events which require correction and clarification.

The January 1986 flood event date is incorrect. This event actually occurred on November 24, 1986  
The January 1990 flood event occurred on January 9, 1990  
The November 1990 flood event occurred on November 24, 1990  
The February 1996 flood event occurred on February 8, 1996

The DEIS identifies these floods with the following return periods:

|               |                       |
|---------------|-----------------------|
| November 1986 | 12 year return period |
| January 1990  | 33 year return period |
| November 1990 | not identified        |
| February 1996 | 16 year return period |

On page 4-50 the DEIS states that during the storm events of 1990, the main stem of Issaquah Creek flooded local roads and Front St., including the lowland area along 6<sup>th</sup> Avenue. The record should be corrected to state that water from the main stem of Issaquah Creek flooded over Front St. and 6<sup>th</sup> Avenue during all four of the flood events identified in the DEIS. This information is substantiated in the attached photographs marked as Exhibit E. See photos 86-01, 86-03, 86-04, and 1/90-01. As a consequence, it can be clearly determined that Front St. at the junction with 6<sup>th</sup> Avenue SE is inundated during a 12 year return period flood event. Current area resident Mike Adair and former area resident Eric Erickson (currently living in Renton) state that the water depth overtopping the Issaquah Hobart Road at 6<sup>th</sup> Avenue SE was approximately 2 feet during the November 1990 flood event. Eric Erickson has written

commentary in Chapter 5 of the DEIS which provide additional background information. A copy is Mr. Adair's statement is attached as Exhibit D.

With respect to the flow patterns in the area, the DEIS does not show or adequately describe how water flows across and along the proposed South A alignment. In broad terms, main stem Issaquah Creek water crosses under Front St. at the south Tributary 0199 culvert, (which reverses flow), meets main stem Issaquah Creek water overtopping Front St. at the junction with 6<sup>th</sup> Avenue SE, and then runs northwards up 6<sup>th</sup> Avenue SE. See photos 1/90-01, 1/90-02, 1/90-03, and 96-01. This water then turns eastward at various points along 6<sup>th</sup> Avenue through the Lewis Lane SE neighborhood and joins the north tributary, crossing back under Front St. in the north tributary culvert between Sycamore Lane and 2nd Avenue SE. See photos 96-02 through 96-07. This flow pattern has been observed on numerous occasions by Mike Adair, Eric Erickson, and George Comstock. This flow pattern indicates that the South A alignment will significantly impact both water storage and conveyance during flood events. The DEIS does indicate that the Bypass will result in filling a portion of the floodplain, but makes no mention of the potential to alter main stem Issaquah Creek conveyance patterns. Based on this information, what are the impacts of the flow patterns with regard to water storage and conveyance during flood events? Will the filling of a portion of the floodplain impact the main stem Issaquah Creek conveyance patterns? Will the proposed South A alignment, with flood and stormwater mitigation as shown in the DEIS, alter the high water elevation of future floods in the Lewis Lane and Sycamore areas? If it is anticipated that the high water elevation of future floods will be altered, by how much and where?

What needs to be clearly understood is that the flooding east of Front St. does NOT occur primarily due to backwater conditions. In fact, 6<sup>th</sup> Avenue SE and the drainage ditches in the Lewis Lane area serve as overflow channels for the main stem of Issaquah Creek. In the February 1996 flood, this water did meet backwater at the approximate west property line of 1101 Lewis Lane SE at the peak of the flood.

The DEIS at p. 5-51 states that flooding along Issaquah Creek and its branches stems from sediment deposit in the lower reaches that reduces flow capacity and loss of upstream flow detention areas. An analysis is required as to how these factors will continue into the future with increased upstream development and the increase in flooding potential along the Creek.

#### **Mitigation Measures**

With respect to mitigation identified for the South A alignment, the only information which could be found in the DEIS is on pages 4-52 through 5-54 and on figures 2-5, 2-7, and 2-9. The text recommendations do not appear to match the flood plain mitigation shown on the figures very well, as follows:

1. The one floodplain mitigation area to the west of the southern portion of the alignment is downstream from the volumes displaced by the alignment fill. Consequently this floodplain mitigation area may not serve its intended purpose, unless engineered channels are provided to direct flood waters to this location. No channels are shown, but will likely have an environmental impact, requiring removal of additional wetland or involving additional property taking. Are engineered channels proposed to direct floodwaters to the mitigation area? If not, how will the mitigation area serve its purpose? If engineered channels are to be provided an analysis is required of the impacts including but not limited to the taking of additional wetlands and property. Will the mitigation shown work for all flooding events, or only the 100 year flood?
2. The alternate concept, to locate the flood mitigation within the area around the Issaquah Creek side channel restoration project designed by the Army Corps of Engineers (COE), is not shown or described in sufficient detail to provide an understanding as to whether this solution is feasible or practical. It is our understanding that this COE project is an enhancement project to improve fisheries habitat, and flooding mitigation for the Bypass must be carefully coordinated with the COE. It should also be clearly understood that this alternate must be coordinated with the City of Issaquah Parks Department. Consequently, the final EIS needs to clearly investigate this mitigation alternate with respect to the other projects and plans for this area. A detailed description of the Issaquah Creek side channel restoration needs to be provided. How does this project impact park lands?

3. The floodplain mitigation shown on the east side of the South A alignment does not meet the criteria established in the text, since it is not to the west of the alignment. How is the floodplain mitigation on the east side of the South A alignment intended to provide mitigation in light of its location?
4. The stormwater pond at the NW corner of the South A alignment and the new Front St. alignment is within the floodplain. (Exhibit E, Photo #96-02 attached) shows the location of this stormwater pond under water during the 1996 flood event. Consequently any pond placed at this location will have to be raised to detain roadway runoff. Ironically, the stormwater pond, which is intended to control flooding by temporarily holding street runoff, will reduce flood storage area and contribute to flooding. How is the stormwater pond intended to mitigate impacts when it is located in the area flooded by the 1996 flood event? What other alternative sites have been considered? An analysis is required for each site in relationship to its elevations and whether it will mitigate or contribute to flooding.
5. How will flood flow patterns, as described above, be affected by the South A alignment?

#### **Issaquah Critical Area Standards**

Chapter 18.10 of the Issaquah Municipal Code establishes critical area protections for flood hazard areas. How will the project comply with the flood hazard regulations, with particular emphasis on section 10.10.540 Subsections A and F?

#### **Fish Habitat**

Endangered and Threatened Fish Species are located in the project area and referenced primarily on pages 4-99 4-102. The DEIS was issued prior to the adoption of the Final Rules under Section 4(d) of the Endangered Species Act. What is the impact of the adoption of the Final Rules on the project and on the proposed mitigation measures?

How will the project impact fisheries and other environmental issues if a flood event occurs during construction of the project?

#### **Housing Impacts**

The housing impacts are described in the EIS at page 4-136. Under Alternatives 1, 3 and 5 the project would result in the displacement of up to 6 single family homes. The analysis of available housing in the area at a comparable price is inadequate. A mere reference to real estate listings does not provide sufficient detail to enable the decision maker to make a reasonable choice. An analysis should provide information as to the risk of substantially increased costs if alternative housing cannot be provided and comparable replacement housing has to be provided under the housing of last resort program. This is a time of increased upward pressure on housing prices and that issue has not been addressed.

#### **Summary**

If the project proceeds, the undersigned support Alternative 4. Alternatives 1, 3 and 5 that use the South A Alignment have the most significant adverse impacts that cannot be adequately mitigated. Alternative 4 results in a fill of about 1.5 acre-feet of the floodplain as compared to Alternatives 1, 3 and 5 which result in a substantially larger fill of 4.5 acre-feet. This is further compounded by the facts presented in this letter that show that the flooding problems based on historical information is greater than disclosed in the Draft EIS. In addition Alternative 4 does not result in any housing displacement but under Alternatives 1, 3 and 5 there is a substantial impact on housing. Alternative 4 clearly provided the best balance for environmental concerns.

Signatures and addresses attached.

Signature Page

Signature Printed Name Address

Gene C. Roth George Roth 1101 Lewis Lane SE Issaquah, WA.

John Roth Johanna Roth 1101 Lewis Lane SE, Issaquah, WA.

Laura Cullen Laura Collier 1109 Lewis Lane SE, Issaquah WA

Larry Collier ROGER COLLIER 1109 LEWIS LN SE ISSAQUAH

Jane H. Nelson Jane H. Nelson 1276 FRONT ST. S. ISSAQUAH

Kristine G. Adair Kristine G. Adair 1276 FRONT ST. S. Issaquah

Meghan Adair Meghan Adair 582 E. Sunset Way #7 Issaquah

VIRGINIA CHONG VIRGINIA CHONG 1106 Lewis Lane SE Issaquah, WA

Jane H. Nelson Jane H. Nelson 1103 Lewis Ln SE Issaquah

Elizabeth Brown ELIZABETH BROWN 1065 6<sup>th</sup> Ave SE ISSAQUAH, WA

Alastair Brown Alastair Brown 1065 6<sup>th</sup> Ave SE ISSAQUAH, WA

Jean Nye Jean Nye 620 SE KRAMER BL. So. We

FREDERICK L NYE FREDERICK L NYE 620 SE KRAMER BL ISSAQUAH WA

WILLIAM B. LAWRENCE WILLIAM B. LAWRENCE 1104 \* 1103 LEWIS LN SE ISSAQUAH

PATRICIA S. LAWRENCE PATRICIA S. LAWRENCE (DANIELA KREISS PO BOX 917, ) Iss. WA.

ARRELL ANN QUINSEY ARRELL ANN QUINSEY 1105 LEWIS LANE SE, ISSAQUAH, 98027

THOMAS L. QUINSEY THOMAS L. QUINSEY 1105 LEWIS LANE SE, ISSAQUAH, 98027

LESTER J. ADAIR LESTER J. ADAIR 1295 FRONT ST. S. ISSAQUAH, WA 98027

FRANK R. KLINKAM FRANK R. KLINKAM 1275 FRONT ST SO ISSAQUAH, WA 98027

ROBERT W. DOWD ROBERT W. DOWD 580 SE LEXINGTON ST. ISSAQUAH, WA 98027

MARGARET E. ADAIR MARGARET E. ADAIR 1245 FRONT ST. S. ISSAQUAH

LINDA A. HJELM LINDA A. HJELM 1245 6<sup>th</sup> SE ISSAQUAH.

MARCIA VAGER Marcia Vager 11707 73<sup>rd</sup> Ave E Pullman, WA. 99238

LINDA A. HJELM LINDA A. HJELM 1245-6<sup>th</sup> SE ISSAQUAH 98027

Signature Page

Signature Name Address

~~Gene C. ...~~ George Compton 1101 Lewis Lane SE ISSAQUAH, WA.

John M. ... Johanna Roth 1101 Lewis Lane SE, ISSAQUAH, WA.

Laura Cullen Laura Collier 1109 Lewis Lane SE, ISSAQUAH WA

~~Laura Collier~~ ROGER COLLIER 1109 LEWIS LN SE ISSAQUAH

~~James ...~~ MICHAEL P. ADAIR 1276 FRONT ST. SE ISSAQUAH

~~Kristine S. Adair~~ Kristine S. Adair 1276 FRONT ST. SE ISSAQUAH

~~Meghan Adair~~ Meghan Adair 582 E. Sunset Way #7 ISSAQUAH

~~Virginia Chong~~ VIRGINIA CHONG 1106 Lewis Lane SE ISSAQUAH, WA

Jane Hilson Jane Hilson 1103 Lewis Ln SE ISSAQUAH

~~Elizabeth Brown~~ ENZABETH BROWN 1065 6<sup>th</sup> AVE SE ISSAQUAH, WA

~~Alastair Brewer~~ Alastair Brewer 1065 6<sup>th</sup> AVE SE ISSAQUAH, WA

~~Jean Nye~~ Jean Nye 620 SE KRAMER PL. Iss. Wa

~~Frederick L. Nye~~ FREDERICK L. NYE 6202 E KRAMER PL ISSAQUAH WA

~~William B. Lawrence~~ WILLIAM B. LAWRENCE 1104 + 1103 LEWIS LN SE ISSAQUAH

~~Patricia S. Lawrence~~ PATRICIA S. LAWRENCE (MAILING ADDRESS PO BOX 917) ISS. WA.

~~Carol Ann Quinsey~~ CAROL ANN QUINSEY 1105 LEWIS LANE SE, ISSAQUAH, 98027

~~Thomas L. Quinsey~~ THOMAS L. QUINSEY 1105 LEWIS LANE SE, ISSAQUAH, 98027

~~Lester J. Adair~~ LESTER J. ADAIR 1295 FRONT ST. SE ISSAQUAH, WA

~~Frank E. Rinkam~~ FRANK E. RINKAM 1275 FRONT ST SE ISSAQUAH, WA

~~Robert W. ...~~ ROBERT W. ... 580 SE LEXIS ST. ISSAQUAH

Margaretz Adair Margaretz Adair 1245 Front St. S Issaquah

Louise Hjelm Louise Hjelm 1245 6<sup>th</sup> SE Issaquah.

Marcia Vager Marcia Vager 11701 77<sup>th</sup> AVE E Puyallup Wa. 98388

Linda A. Hjelm Linda A. Hjelm 1245-6<sup>th</sup> SE Issaquah 98027

Signature Page

Signature Printed Name Address  
Jacqueline E. Morrison Jacqueline E. Morrison 915 Front St. S, Iss.  
Dennis M. Morrison DENNIS M. MORRISON 915 FRONT ST. S, ISSAQUAH  
Marilyn Batura MARILYN BATURA 915 Front St. So.  
Richard Batura Richard Batura 915 Front St So ISS 98027  
Denise Batura Denise Batura 150 SW Gibson Ln ISS 98027  
Nora E. Batura Nora E. Batura 1095 Front St. So, ISS 98027  
Rooney M. Batura ROONEY M. BATURA 1095 FRONT ST. SA, ISS, 98027  
Robbie Blawie Robbie Blawie 1010 2nd Ave ISS 98027  
Jackie Nyberg JACKIE NYBERG 1020 2nd Ave SE, Issaquah  
Vickie Russell Vickie Russell 1010 2nd Ave S.E.  
Ernest A. Nyberg Ernest A. Nyberg 1020 2nd Ave S.E., ISS  
Gay C. McLean GAY C. McLEAN 1000-2nd Ave SE, Iss.  
Eleanor L. Hope Eleanor L. Hope 1105 Front St. So.  
Krista Kilmer Krista Kilmer 620 SE Kramer Pl.  
Jeff Kilmer JEFF KILMER 620 SE KRAMER PL  
Donna L. S. Bateman DONNA L. S. BATEMAN 690 SE Kramer Pl ISSAQUAH  
Peggy L. Bateman Peggy L. Bateman 690 SE Kramer Pl ISS, WA 98027

Signature Page

Signature Printed Name Address  
Shirley Nye Shirley Nye 630 SE Kramer Pl  
Katrina Berg Katrina Berg 630 SE Kramer Pl  
Jeff Nye JEFF NYE 630 SE Kramer Pl.

EXHIBIT B

# US GEOLOGICAL SURVEY  
# PEAK FLOW DATA  
#  
# Station name : Issaquah Creek Near Hobart, Wash.  
# Station number: 12120600  
# latitude (ddmmss)..... 472727  
# longitude (ddmmss)..... 1220014  
# state code..... 53  
# county..... King  
# hydrologic unit code..... 17110012  
# basin name..... Lake Washington  
# drainage area (square miles)..... 17.6  
# contributing drainage area (square miles).....  
# gage datum (feet above NGVD).....  
# base discharge (cubic ft/sec).....  
# Gage heights are given in feet above gage datum elevation.  
# Discharge is listed in the table in cubic feet per second.  
#  
# Peak flow data were retrieved from the  
# National Water Data Storage and Retrieval System (WATSTORE).  
#  
# Format of table is as follows.  
# Lines starting with the # character are comment lines describing the  
# data  
# included in this file. The next line is a row of tab-delimited column  
# names. The next line is a row of tab-delimited data type codes that  
# describe the width and type of data in each column. All following  
# lines  
# are rows of tab-delimited data values.  
#  
# ----Water Years Retrieved----  
# 1985 - 1997  

| Type      | Station  | Date       | Discharge | DisQual | GageAtPeak | GageQual   |
|-----------|----------|------------|-----------|---------|------------|------------|
| HighSince | PGDate   | PeakHeight | PGQual    |         |            |            |
| 1s        | 15s      | 10d        | 6n        | 12s     | 8n         | 4s         |
| 3         | 12120600 | 1985.12.14 | 460       |         | 5.98       |            |
| 3         | 12120600 | 1986.11.24 | 1210      |         | 8.78       | ←          |
| 3         | 12120600 | 1988.03.26 | 462       |         | 6.62       |            |
| 3         | 12120600 | 1989.04.05 | 576       |         | 7.02       |            |
| 3         | 12120600 | 1990.01.09 | 1350      |         | 9.35       | ←          |
| 3         | 12120600 | 1990.11.24 | 1360      |         | 9.90       | ←          |
| 3         | 12120600 | 1992.01.28 | 324       |         | 6.27       |            |
| 3         | 12120600 | 1993.01.25 | 353       |         | 6.39       |            |
| 3         | 12120600 | 1994.03.03 | 170       |         | 5.54       |            |
| 3         | 12120600 | 1995.02.19 | 658       |         | 7.73       |            |
| 3         | 12120600 | 1996.02.08 | 1240      |         | 9.73       | ←          |
| 3         | 12120600 | 1997.01.01 | 783       |         | 8.33       |            |
| 8.33      |          |            |           |         |            | 1997.01.01 |



REPLY TO  
ATTENTION OF

DEPARTMENT OF THE ARMY  
SEATTLE DISTRICT CORPS OF ENGINEERS  
P.O. BOX C-3755  
SEATTLE, WASHINGTON 98124-2255

EXHIBIT C

JAN 30 1987

Hydrology and Hydraulics Branch

Mr. Charles L. Steele  
Federal Emergency Management Agency  
Federal Regional Center  
Bothell, Washington 98201

Dear Mr. Steele:

This letter is prompted by our review of photographic documentation of the Issaquah Creek flood that occurred on November 24, 1986. The photographs taken by Mr. Linn Emrich, from his aircraft, provided excellent delineation of the flood areas throughout the city of Issaquah, Washington. We understand that you had an opportunity to view the same information.

We estimate the November 1986 flood, with a peak discharge of 2,950 cfs, to be on the order of a 10-25-year frequency event. In our review of the photographs, we transferred the November 1986 flood limits to our existing flood plain maps for the area, and found that this flood essentially coincides with the 100-year flood plain for Issaquah Creek throughout the photographed area. Therefore, we have concluded that the 100-year flood plain appears to be seriously understated on the existing flood insurance-rate maps. Encroachment and development in the Issaquah Creek basin may be the cause for these changes in flood limits along Issaquah Creek.

Due to extreme development pressures in the basin, we believe a reanalysis of the Issaquah Creek flood plain and floodway should be considered. If you have any questions on this subject, please call Mr. Kenneth Pick at (206) 764-3661.

Sincerely,

*Walter L. Jansen*  
R. P. Sellevold, P. E.  
Chief, Engineering Division

EXHIBIT D

Flooding Statement  
August 14, 2000

I, Michael P. Adair, have lived at 1276 Front St. South, at the intersection of Front St. South and 6<sup>th</sup> Avenue SE in Issaquah for most of my 48 years. My family moved onto this land in 1905. Through these years the flooding has changed significantly, most noticeably from the late 1980 to the most recent 1996 flood. I have witnessed increased depths of water, larger volumes, more swift moving flows, and increased frequency.

Through 1989-1990 we experienced 3 floods in an 18 month period of time. At the peak of the November 9, 1990 flood there were 2 feet plus of water flowing swiftly from Issaquah Creek across Front St. South at 6<sup>th</sup> Avenue SE. This water flowed northward down 6<sup>th</sup> Avenue SE completely submerging the street in approximately 2.5 feet of water.

In our front yard we had approximately 1.5 to 2 feet of water coming up to the top of the third step on our front deck.

Thank you,

Michael P. Adair

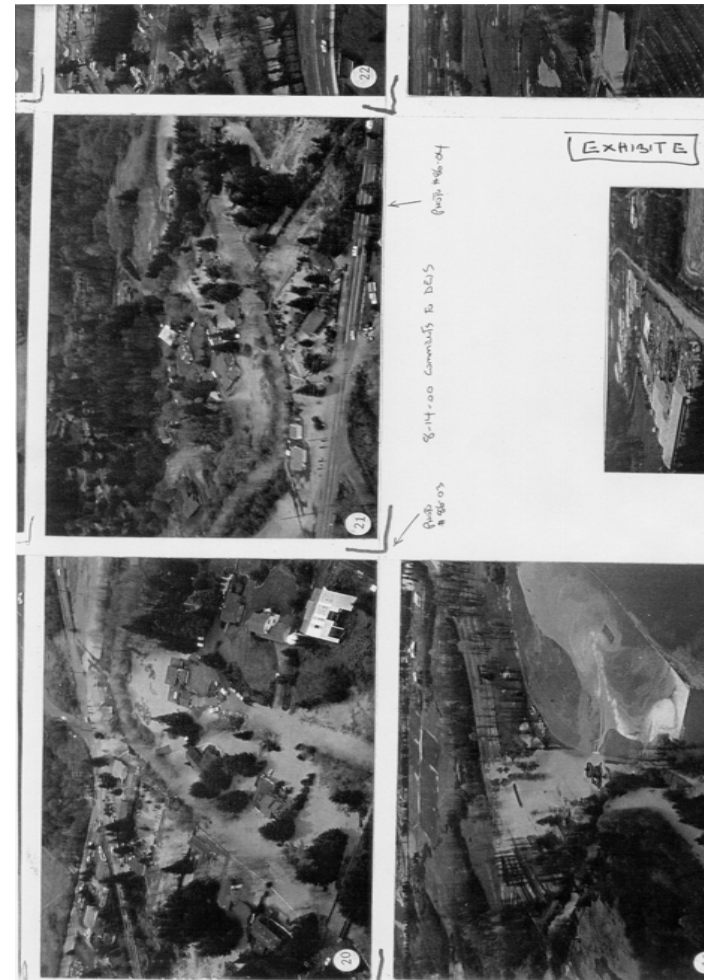
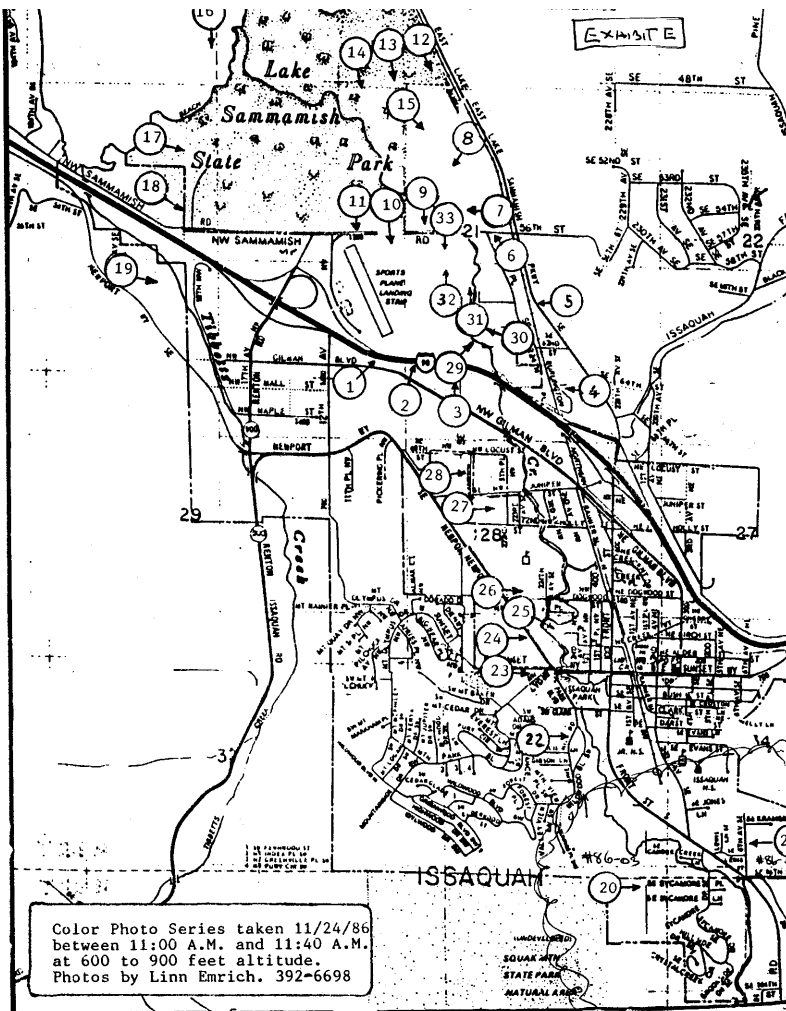






Photo # 96-01 February 8, 1996  
View looking east on Lewis St SE with 6<sup>th</sup> Ave SE under water



Photo # 96-02 February 8, 1996  
View looking easterly on Lewis St. SE at junction of SE Lewis Lane

EXHIBIT E



Photo # 96-03 February 8, 1996  
View looking northeast on Lewis Lane SE just north of junction of Lewis St. SE



Photo # 96-04 February 8, 1996  
Looking eastward across Lewis Lane SE

EXHIBIT E



Photo # 96-05 February 8, 1996  
Looking north on Lewis Lane SE



Photo # 96-07 February 8, 1996  
Looking north on Lewis Lane SE near north end of street.  
Note water flowing into ditch on left edge of photo.



Photo # 96-06 February 8, 1996  
Looking south across Lewis Lane SE

EXHIBIT E



Photo # 86-02 November 24, 1986  
View looking northeast from porch of 1275 Front St. S. with Issaquah-Hobart Road in distance during flood.



Photo # 86-03 November 24, 1986  
View looking northeast from porch of 1275 Front St. S. with Issaquah-Hobart Road in distance after flood.

EXHIBIT E



Photo # 1/90-01 January 9, 1990  
View looking south on 6<sup>th</sup> Ave SE at junction with Issaquah-Hobart Road

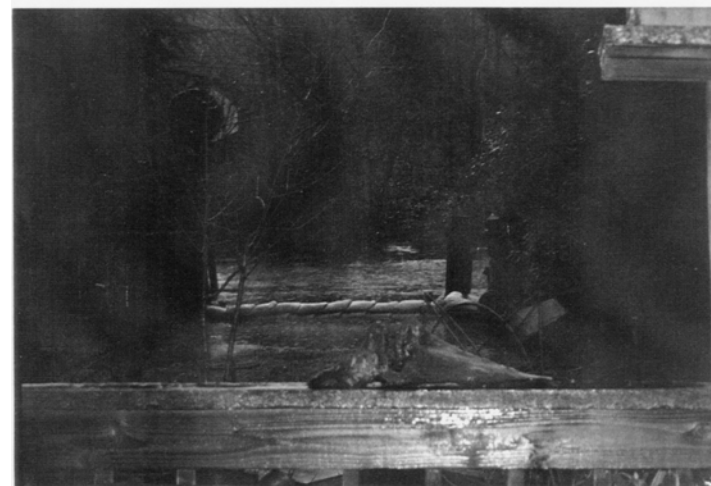


Photo # 1/90-02 January 9, 1990  
View of 6<sup>th</sup> Ave SE from Mike Adair's driveway (1276 Front St. South)

EXHIBIT E



HIGH  
WATER  
LINE

Photo # 1/90-03 January 9, 1990  
View of 6<sup>th</sup> Avenue SE looking north at junction with Lewis St SE.  
Note high water mark on back of trailer.

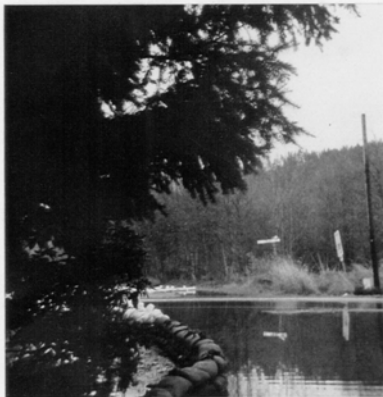


Photo # 86-01 November 24, 1986  
View looking northerly from south side of Issaquah-Hobart Road to  
Intersection with 6<sup>th</sup> Ave SE

EXHIBIT E

Parkside Partner's Exhibit 7



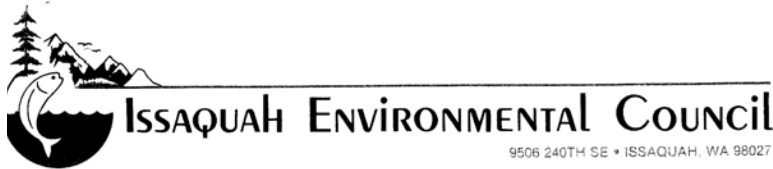
North end of Parkside Partner's proposed annexation looking  
SW toward Squak Mt. in the background, two houses in the  
Sycamore Development in the middle ground and Issaquah Creek  
in the foreground. Also note a portion of the wetlands and  
floodplains which comprises much of this annexation.



8-14-90 COMMENTS TO DEIS PHOTO # 1/90-04

Picture taken Jan. 9, 1990 at the intersection of 238th Wy.  
and SE 96th St. with Issaquah-Hobart Rd. This is the house  
at the north end of the Parkside Partner's annexation and  
where the "drainage" (yr.'round Creek 0199) enters Issaquah  
Creek.

EXHIBIT E



August 14, 2000

Robert Brock, Public Works Director  
City of Issaquah  
P.O. Box 1307  
Issaquah, WA 98027

RECEIVED

AUG 15 2000

PUBLIC WORKS ENG

Jerry Alb, Director Environmental Services  
Washington State Department of Transportation  
Environmental Affairs Office  
P.O. Box 47331  
Olympia, WA 98504

Don Peterson  
Federal Highway Administration  
711 South Capitol Way, Suite 501  
Olympia, WA 98501

Ron Paananen  
King County Engineering Services  
201 S. Jackson Street  
Seattle, WA 98104-3856

Loree Randall, Project Manager  
Department of Ecology  
P.O. Box 47600  
Olympia, WA 98504-7600

Dear Mr. Brock, Mr. Alb, Mr. Peterson, Mr. Paananen, and Ms. Randall:

Enclosed please find copies of community concerns regarding the proposed SE Issaquah Bypass. These and many similar comments were condensed to 4 or 5 words on 4 pages following page 5-3 of the DEIS. (By the way, those severely edited comments ran approximately 82 against, 34 for the Bypass—over 2.4:1.) We would like these to be considered as public response to the Draft EIS for the proposed Bypass and addressed as part of the Final EIS process.

Sincerely,

Barbara Shelton  
Issaquah Environmental Council  
9506 240<sup>th</sup> Ave. SE  
Issaquah, WA 98027

Note: Included with this letter were copies of numerous newspaper articles, letters to the editor, and other comments on the Southeast Issaquah Bypass project from the past several years. That material is not reproduced here, however, the issues raised in press coverage and editorial comments are addressed by the analysis presented in the Southeast Issaquah Bypass Supplemental Environmental Impact Statement.

## **Public Hearing Transcripts**

1 CITY OF ISSAQUAH  
2 in cooperation with  
3 KING COUNTY and  
4 WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

---

6 SOUTHEAST ISSAQUAH BYPASS  
7 DRAFT ENVIRONMENTAL IMPACT STATEMENT  
8 PUBLIC HEARING: IDAHO FORMAT

---

11  
12 August 1, 2000  
13 5:00 p.m.  
14 205 Mountain Park Boulevard SW  
15 Issaquah, Washington

18 JACQUELINE L. BELLOWS, CCR  
19 Court Reporter

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Draft EIS HEARING, 8/1/99

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## APPEARANCES

3

Moderator:

4

BOB BROCK  
Public Works Director  
City of Issaquah  
Public Works/Engineering Department  
1775 12th Ave. NW  
Issaquah, Washington 98027

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10 Court Reporter:

JACQUELINE L. BELLOWES  
VAN PELT, CORBETT & ASSOCIATES  
101 Yesler Way, Suite 505  
Seattle, WA 98104

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## STATEMENT BY CONSTANCE LEAHY

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CONSTANCE LEAHY: I live about four miles south of town, just off the Hobart Road; and I don't feel that the EIS addresses any issues in the Hobart Valley whatsoever. We are already choked with traffic. Having a bypass with three stoplights on it isn't going to help.

You know, if you build it, they will come. So there will be more traffic.

I'm extremely concerned about getting garbage trucks again. We had them before, some years ago. It was awful. The noise was horrendous. Just imagine getting stuck behind one on a hot summer's day. We don't need that. I feel the noise also will affect the high school and the Lake Tradition Plateau. We're supposed to be the trail head city. What good is a trail head with traffic roaring by right next to it.

I'm worried about the air. The air in the Hobart Valley, are you familiar with it?

MR. BROCK: I've not been here more than a year. I'm somewhat familiar with it.

CONSTANCE LEAHY: Okay. Tiger Mountain and Squak Mountain are very close together.

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1 It's a narrow valley. The air quality there is  
2 poor. We get winds from the south. We get God  
3 knows what. We don't have good air. Heavy  
4 truck traffic is going make it much, much  
5 worse.

6 Water -- we all have wells. What is all  
7 this paving going to do to the aquifer? We're  
8 very concerned. Also the EIS states that  
9 fertilizer and pesticides will be used  
10 sparingly. I don't know what this means. When  
11 you have a road like that, you've got  
12 fertilizer and pesticides if you're going to  
13 landscape; but you also have runoff from the  
14 road itself, from the oil and whatnot dropped  
15 on the roadway. And they're going to build, as  
16 I understand it a 1700-foot bridge over the  
17 wetlands. So all this gunk is going to go down  
18 into the wetlands if there's anything left  
19 alive in there after they finish building the  
20 1700-foot bridge.

21 There will be disturbance, of course, to  
22 the neighborhood where it's being built, to the  
23 high school, and the -- I guess it's a middle  
24 school next door to it. I don't know the  
25 middle --

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1 MR. BROCK: It's an elementary school.

2 CONSTANCE LEAHY: Elementary school,  
3 okay -- and wildlife. The EIS makes that seem  
4 completely insignificant. We already have a  
5 road full of dead possums. We have possums out  
6 there. We have deer. We have coyotes. We've  
7 got lizards. We have little snakes. We had  
8 toads. We have all of these creatures who live  
9 there. They're part of our ecosystem. Nobody  
10 gives a dam. Pave it over. Let Park Point put  
11 in 500 houses. How many cars is that every  
12 morning? Seven or eight hundred? Doesn't that  
13 fill up the road before you even build it? So  
14 that bothers me.

15 I also would like to know from somebody --  
16 and I cannot get an answer -- what the plans  
17 are for the Hobart Valley. They built a huge  
18 interchange down at Hobart Road and Highway 18.  
19 For what? Now, they're going to put this at  
20 the other end. Our valley is zoned rural,  
21 which is a laugh because the County doesn't  
22 give a damn about what is rural and what isn't.

23 The EIS states that this road will make  
24 development south of Issaquah easier. I want  
25 to know what they've got in mind. Are they

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1 going to take this narrow valley with Issaquah  
2 Creek running through it and put in a freeway  
3 with condominiums lining it on the sides? What  
4 have they got in mind? The EIS does not  
5 address this. I don't know what they're  
6 talking about.

7 I think that the answer is Highway 18.  
8 We've already got the right of way. Nobody  
9 lives on it. They can turn it into a freeway,  
10 and people can go that way. Putting all this  
11 extra traffic through the city of Issaquah,  
12 whether on Front Street or a bypass or Newport  
13 Way or whatever is ridiculous. Why? Put it  
14 around. It's longer, but I'll bet you it's  
15 quicker. So anyway, my answer to all of this  
16 is just say no.

17 Five minutes?

18 MR. BROCK: Well, that was good.

19 CONSTANCE LEAHY: Okay. Now, who are you?

20 MR. BROCK: I'm the public works director  
21 for the city.

22 CONSTANCE LEAHY: Well, that's what I  
23 think of your project.

24 MR. BROCK: Well, there's lots of people  
25 out there that have some similar opinions with

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1 regards to the EIS addressing development south  
2 of town. It is outside the city and King  
3 county is your only resource for --

4 CONSTANCE LEAHY: Well, they've been  
5 trying to annex it for years.

6 MR. BROCK: Well, that's before my time;  
7 but there's no current plans to do that.

8 CONSTANCE LEAHY: Well, nonetheless, if  
9 the City builds condominiums up to the city  
10 limits, the next thing you know, we'll have  
11 sewers running down there into the valley; and  
12 we'll get the whole ruddy mess. And I think  
13 that the business in Redmond where the County  
14 is allowing this massive development in a rural  
15 area, calling it a self-contained community so  
16 it's okay, is a bunch of utter rot.

17 MR. BROCK: Yeah.

18 CONSTANCE LEAHY: It means the planning  
19 for King County planning is useless. What good  
20 is it? How do you keep a rural anything?

21 MR. BROCK: I think a lot of it goes back  
22 to growth management. I'm not an expert on  
23 that.

24 CONSTANCE LEAHY: That's what I'm talking  
25 about.

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1 MR. BROCK: I'm learning little by little.

2 CONSTANCE LEAHY: Well, it doesn't seem  
3 that plonking a huge development in the middle  
4 of a rural area is growth management. I  
5 thought they were supposed to attach it to the  
6 cities where the infrastructure is presumably  
7 already in place. You put it out here and  
8 everything rural around it, they have to pave  
9 it all to get these people back and forth.

10 MR. BROCK: Uh-huh. Yeah, the little  
11 pockets that they're creating like they did in  
12 North Bend is an interesting way around the --

13 CONSTANCE LEAHY: Well, it's a way around  
14 the law, but it does not do what it's supposed  
15 to do.

16 MR. BROCK: Right.

17 CONSTANCE LEAHY: And I'm just afraid  
18 that's going to happen to our valley.

19 MR. BROCK: Anything's possible. A lot of  
20 your points are well taken. I think the  
21 document, if you haven't read the entire  
22 document, some of the things were  
23 specifically --

24 CONSTANCE LEAHY: I went to the library.  
25 I spent about an hour and a half. Obviously, I

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1 did not read the whole thing bit by bit. But  
2 just in reading the front part of it, nobody  
3 seems to worry about the aquifer except me and  
4 Ruth Keys. And I don't know why they don't.

5 MR. BROCK: Well, with regards to runoff  
6 from the road, there are ponds with  
7 biofiltration. It's not like it's going to run  
8 off into the wetlands directly.

9 CONSTANCE LEAHY: Yeah, but what can live  
10 in that?

11 MR. BROCK: Within the pond itself?

12 CONSTANCE LEAHY: Yes.

13 MR. BROCK: Well, I don't know that  
14 anything was intended to live, other than  
15 plants.

16 CONSTANCE LEAHY: This is a biosystem.  
17 It's going.

18 MR. BROCK: Uh-huh.

19 CONSTANCE LEAHY: We're tearing it up for  
20 what? To take care of a bunch of commuters who  
21 are too lazy to drive around? My point is that  
22 those of us who live here for years and years  
23 and years, nobody cares about us. Pave it  
24 over. We don't care. We'll get growth, more  
25 taxes, more money in the coffers.

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1 MR. BROCK: Not for Issaquah. Maybe Maple  
2 Valley.

3 CONSTANCE LEAHY: Maple Valley is worse.  
4 It really is.

5 MR. BROCK: Well, that's the root of the  
6 problem, too many people living there without  
7 places to work close to home. If we could get  
8 jobs closer to home, that would be the solution  
9 to many of the problems.

10 CONSTANCE LEAHY: I don't know. I've got  
11 to go listen to what other people have to say.

12 MR. BROCK: I'm sure there's much more  
13 interesting comments being made in there than  
14 mine.

15 CONSTANCE LEAHY: Well, I'm sorry you  
16 haven't been around for a while. You don't  
17 remember what it was like having garbage  
18 trucks.

19 MR. BROCK: Yeah, but I know what they  
20 sound like empty, very noisy.

21  
22 STATEMENT OF DAVID LUTZ  
23 DAVID LUTZ: Well, I guess, I'm not sure I  
24 have anything specific about the technical part  
25 of that. It's sounds, you know, like it was a

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1 forum to at least express thoughts. And mainly  
2 my impression was there are a variety of  
3 different bypass alternatives or no bypass at  
4 all, and I'm not sure that that's practical.  
5 In any event, if the bypass does get  
6 constructed, I guess, my preference is that --  
7 my understanding is there are a variety of  
8 either routes or sizes. And it sounds like one  
9 of those choices is sort of a two-lane road  
10 that's not, a little more meandering, a little  
11 less impactive, without stoplights along its  
12 length, maybe a slower speed, but without the  
13 stoplights. And that would be my preference, I  
14 think. It just seems like 50 miles an hour  
15 with a stoplight isn't really any better than  
16 35 without stoplights.

17 In fact, I have no idea how it would  
18 impact air quality; but I would expect that  
19 noise would be somewhat less, just because you  
20 don't have the starting and stopping going on  
21 and probably a little less impact  
22 environmentally, as well, just because you're  
23 not building a four-lane road, it's a narrower  
24 two-lane corridor and hopefully protects a  
25 little bit of the nature of the city or what's

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1 left it of it, anyway, because I get the  
2 impression 18 ultimately, will hopefully be the  
3 real bulk of what takes the major traffic  
4 coming out of the Maple Valley and that area.

5 You don't hear a lot of discussion about  
6 18 as being the major thoroughfare or directing  
7 traffic to that; but it seems like that's  
8 really, ultimately, when this is done, will be  
9 the, a corridor for the majority of the traffic  
10 coming up 18. Instead getting off on Hobart,  
11 stay on 18 and get back onto 90 there. So that  
12 was really all I had to add, nothing specific  
13 about the technical nature of the EIS. I just  
14 wanted to, for what's it's worth, throw my two  
15 cents in --

16 MR. BROCK: Absolutely.

17 DAVID LUTZ: -- which of the choices, I  
18 guess.

19 MR. BROCK: Absolutely. The intent is to  
20 have all comments; but if they're not of a  
21 technical nature, the response to the comments,  
22 basically, would be an acknowledgment that  
23 you've made the comment. And certainly, if  
24 there was a technical point to be addressed,  
25 then there would have to be a response to that.

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1 DAVID LUTZ: I understand. Okay.

2 MR. BROCK: I appreciate the comments,  
3 certainly, whether it's made here or out there.  
4 Or if you have additional things you think of,  
5 feel free that you do have until August 15th to  
6 submit them in writing. But it sounds like you  
7 basically said the basics.

8 DAVID LUTZ: That will work. Thank you.  
9 I'll join the anti-bypass love fest out there  
10 right now. Have a good day.

11 MR. BROCK: Thank you.

12 STATEMENT OF KRISTINE ADAIR

14 KRISTINE ADAIR: My name is Kristine  
15 Adair. I live at 1276 Front Street South, and  
16 I've lived there since 1989. I'm the wife of  
17 Michael Paul Adair, who has lived there since  
18 he was born, 48 years ago.

19 I'm speaking for a family because I  
20 believe this is a part of your social impact in  
21 this draft EIS that needs to be more clearly  
22 understood, perhaps. The six families that you  
23 are looking to displace, two of them, directly,  
24 are our family. We're neighbors. My husband's  
25 mother, who would not be potentially bought out

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1 or it is not shown that she would be gone,  
 2 whichever way this bypass goes, it's going to  
 3 leave her facing the intersection that you're  
 4 creating, along with her neighbor, my husband's  
 5 uncle. So you're dealing on a social level  
 6 with a very, very deep-rooted family background  
 7 in an area.

8 And whereas, if you were looking to  
 9 eliminate maybe one member of a family, you  
 10 would trust that they have a circle that can  
 11 support them. But what's happening -- and it's  
 12 going to happen -- is that an entire family,  
 13 old people, young people -- I consider myself  
 14 still a young people -- the whole family is not  
 15 going. They're going to be at the mercy of a  
 16 very strong, strong stressor in their life.  
 17 This can not be easily overlooked in the  
 18 decision on where the weight or where the  
 19 weight of price pays into the decision between  
 20 alternative A or alternative B, I mean  
 21 alternative 4 or not.

22 MR. BROCK: Right.

23 KRISTINE ADAIR: The other thing that I  
 24 want to make a comment on here is the fact that  
 25 what a healthy neighborhood is made up of is a

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1 healthy blend of families: Different income  
 2 levels, different age levels. And you really  
 3 seek that to have a real copacetic community.  
 4 And we're trying to build our new developments  
 5 to enhance that and encourage that. And down  
 6 in this Southeast Sixth neighborhood, you  
 7 already have that.

8 You have a community of young people who  
 9 bought there, because they wanted a quiet place  
 10 to begin raising their families, because it was  
 11 a little bit more like rural-town America that  
 12 they had seen. There were real primary reasons  
 13 why they chose to live in these places. If you  
 14 take alternative A, some of these young  
 15 families are going to be gone. I mean, there's  
 16 one family that they just had a new baby, and  
 17 they'll be out of there. And then their  
 18 neighbors, right across the fence, will be  
 19 faced with -- they already have asthma  
 20 problems, and they're going to be faced with  
 21 years and years of ongoing real construction,  
 22 right in their area and then the pollution.  
 23 And they never would have bought, because of  
 24 those health concerns, that close. I mean,  
 25 they were very specific.

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1 So I'm just saying you can't take lightly  
 2 the impact that taking that South A SPAR, South  
 3 A route, would have on a community. And I can  
 4 tell you from the bottom of my heart, I will  
 5 not be bought out cheaply, not with what I know  
 6 we're going to have to deal with with my  
 7 family. So it's not going to be a cheap buyout  
 8 for anybody if they choose to take that.

9 But I believe that the suggestion not to  
 10 go route B, shows that there is a good heart  
 11 towards us. I'm just trying to emphasize it.

12 MR. BROCK: Absolutely.

13 KRISTINE ADAIR: Okay. It just feels like  
 14 that deals with the social impacts.

15 MR. BROCK: That sounds like the crux of  
 16 the comments are really to make sure that the  
 17 issues about the alignment that would impact  
 18 you, the social impacts, are addressed.

19 KRISTINE ADAIR: That's right. And that  
 20 they realizes that isn't the one, you know,  
 21 that is not -- it's different when a whole  
 22 goes. I mean, it's a whole family.

23 MR. BROCK: Right.

24 KRISTINE ADAIR: That's very different  
 25 than one member or one portion of a family, you

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1 know. A purge feels more like it.

2 MR. BROCK: Sure. Absolutely.

3 KRISTINE ADAIR: Okay. That's all.

4 MR. BROCK: Okay. That's great.

5 KRISTINE ADAIR: Thank you very much.

6 MR. BROCK: I appreciate it.

7  
 8 STATEMENT OF DAVID EDFELDT

9 DAVID EDFELDT: Hi.

10 MR. BROCK: Hi.

11 DAVID EDFELDT: I'm Dave Edfeldt. Okay.

12 I'm long-time Issaquah resident. I've lived  
 13 here for 22 years and have watched a number of  
 14 projects go afoul around here: Everything  
 15 from, you know, the development where the  
 16 skyport used to be to the residence  
 17 developments up on the plateau.

18 I'm gravely concerned that is not going to  
 19 meet the needs that it's supposed to be  
 20 fulfilling. I live down Hobart Road. I'm, you  
 21 know, fully familiar with the traffic situation  
 22 on Hobart Road. It is something that has ebbed  
 23 and flowed in density. It has been, actually,  
 24 much better since a couple of summers ago when  
 25 people's behaviors changed and they discovered

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1 how much faster it was to go around. It was  
2 really pretty bad. Things got backed up when  
3 you were building the bridge.

4 MR. BROCK: Right.

5 DAVID EDFELDT: People started finding  
6 other routes. Things have been better since  
7 then. So it's convinced me that there are  
8 people that now know, well, the road's open  
9 through town. But they haven't chosen to go  
10 back that way. They've chosen to continue  
11 using another route, because it's been open for  
12 quite a long time now.

13 So I'm not convinced that it's going to  
14 make that improvement. I think it's going to  
15 make some horrendous differences in the fabric  
16 of this community. I've seen what's happened  
17 to the plateau. It's basically destroyed the  
18 plateau. I think the way this thing is going  
19 to happen, it's going separate town from, you  
20 know, Tiger Mountain resource, which I think is  
21 one of the features that people still feel like  
22 it is unique in this community. This is going  
23 to be a schism that I don't how you're going to  
24 be able to fix.

25 I recognize that there's a development

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1 plan to be put on that hill; but, you know,  
2 putting this road that's going to end up being  
3 four lanes wide to accommodate traffic in  
4 there, you might as well as just say, okay,  
5 Issaquah's no longer connected to this  
6 mountain.

7 It's one of the few really good wetlands  
8 left in that part of the valley. You know what  
9 happens to the flood issues around here if  
10 there's not a place that acts like a sponge.  
11 So you've already seen that development problem  
12 happen on, you know, the north fork of Issaquah  
13 Creek as it runs along the interstate. Now,  
14 that creek, I know, that they're talking about  
15 this year it's going up and down. It went up  
16 and down when they built the interstate, if you  
17 remember. That's when it first got screwed up.  
18 It took tons of money and time and effort to  
19 try to recover there. And it's just gotten  
20 better, and now it's going to get trashed  
21 again, because what's happening with the  
22 development on the side.

23 I'm just deeply concerned about what's  
24 going to happen, even if you put in retention  
25 ponds. It's not the same sort of thing as a

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1 real live wetland that absorbs water the way  
 2 it's supposed to. If you look at that valley,  
 3 once you've put this thing in place and  
 4 encourage people to try that as an avenue to  
 5 get to 90 again and encourage development  
 6 downstream Issaquah Creek currently is still in  
 7 relatively pristine condition. It actually  
 8 would be a great salmon river if they do  
 9 something about the hatchery and let the fish  
 10 through. When they do let the fish through, I  
 11 can tell, they just go up and do well  
 12 naturally, because I've seen them up there.

13 But I realize that that's a slightly  
 14 unrelated issue, but it's key as far as I'm  
 15 concerned, because as soon as you start  
 16 allowing that development down there, you'll  
 17 end up with even more of a fluctuation in water  
 18 level. It's just going to destroy what's left  
 19 of that estuary or that water drainage system.

20 I don't know that the people on Squak  
 21 Mountain are aware that if they build this  
 22 thing over there, that it's a basin there.  
 23 It's basically a parabola that's going to be  
 24 reflecting noise up towards the people that  
 25 live on Squak Mountain. Now, traffic through

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1 the middle of the valley, you know, it's 180  
 2 degrees dissipation. This is going to be a  
 3 reflector, you know, up to the people who live  
 4 on the hillside now. I don't think they've  
 5 tuned in to what that's going to do.

6 And I'm deeply concerned about, you know,  
 7 I-90 now is already beginning to back up from,  
 8 you know, further uphill. When you hit three,  
 9 any time you get three exits in a row as close  
 10 as these three are put together, you get the  
 11 back baffling that occurs. And you're already  
 12 going to see that with what's coming off the  
 13 hill. You know, it's not going to be a good  
 14 exit. What people will do, if they're like me,  
 15 they're going to go the furthest upstream they  
 16 can to enter into the clog. They don't want to  
 17 sit on the freeway. So you do arterials as far  
 18 up as you can. So you're still going to have  
 19 people going around up as far on Newport as  
 20 they can, because that's the best way to get on  
 21 the freeway. So I don't think it's going solve  
 22 the problem downtown.

23 I realize my time's up. In terms of cross  
 24 flow traffic, I really don't understand. I  
 25 understand that the City owns the, beside the

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1 Mexican restaurant, where there's a stub road  
2 there and there's an underpass under the  
3 freeway. I don't understand why the City  
4 hasn't pursued opening that up as an avenue  
5 across town, you know. Basically, you could  
6 take Front Street, turn Front Street into the  
7 thoroughfare through, into the route that cars  
8 that want to get up onto the freeway, you know,  
9 cycle that way. It would be a better way to  
10 handle and manage the traffic.

11 Last meeting with everybody, the idea came  
12 up of filtering cars coming off of 18. I think  
13 a simple reminder there of, it's going to take  
14 you this long if you go down Hobart Road, it's  
15 going to take you this long if you go around  
16 18, would be enough to help those people make  
17 an intelligent decision. That could easily be  
18 done, like the guys do with the traffic reports  
19 now. It's, you know, that's something that can  
20 be computerized and easily picked up with some  
21 simple monitors.

22 I'm very against this project. I really  
23 feel like we're about to destroy the last  
24 vestige of what's good in this town. I can't  
25 believe that, you know, some people in this

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1 council that I like are the ones that are on  
2 the council when this is happening. It's just,  
3 this is a horrible thing. And that's my  
4 comments.

5 MR. BROCK: Okay. Great. We are studying  
6 next year the undercrossing, and it isn't  
7 actually a City right of way under there.

8 DAVID EDFELDT: It isn't?

9 MR. BROCK: It potentially could be. We  
10 own the railroad right of way up to Gilman but  
11 not between Gilman and the freeway yet.  
12 Potentially it is something we could do.

13 DAVID EDFELDT: There are businesses on  
14 the other side.

15 MR. BROCK: But we are proposing to study  
16 to see if that's a viable alternative.

17 DAVID EDFELDT: Good. It seems like such  
18 a no-brainer. You could get three lanes under  
19 there without doing any construction work.

20 MR. BROCK: We're not necessarily looking  
21 at that in the context of the bypass or the  
22 interchange. It's mostly because we need a  
23 third place to get across the freeway.

24 DAVID EDFELDT: Right. You do. But it  
25 all ties in. I mean, part of what's bad about

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1 that one is people waiting get on and off 90,  
2 that's what creating part of the flow problems  
3 you've got. To have another way across town  
4 would make a huge difference.

5 MR. BROCK: It would. Thanks for your  
6 comments.

7 DAVID EDFELDT: Sure.

8 There was a pretty big backlash reaction  
9 by people when they heard we were going to this  
10 Idaho format.

11 MR. BROCK: This is what it would have  
12 been. I don't know if it would have been this  
13 room or another one, but certainly we would  
14 have accommodated at least another two or three  
15 chairs, so that somebody could come in and sit.  
16 But the intent was not to have the, necessarily  
17 inject the emotional side. It's a  
18 factual-based process.

19 DAVID EDFELDT: Well, it's factual based,  
20 but the reality is, it's an emotional -- you  
21 know, you are truly talking about the  
22 community.

23 MR. BROCK: Absolutely and that's  
24 something the council ultimately has to take  
25 into account.

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1 DAVID EDFELDT: So when you say it's  
2 factual, I think the emotion is a critical  
3 fact.

4 MR. BROCK: But you're not picking up on  
5 there are two separate issues here. One is,  
6 there is a draft environmental document.

7 DAVID EDFELDT: Right.

8 MR. BROCK: And the legal side to that  
9 says that you must put the document out for a  
10 public comment period and either have a verbal  
11 or written opportunity to say, this is wrong,  
12 you didn't address this issue or didn't address  
13 this issue adequately. And that's really what  
14 -- I mean, what's going to happen is, your  
15 comments will somehow get translated into two  
16 or three key issues that you addressed. And  
17 those will be responded to in the document.

18 I mean, somebody could just sit here and  
19 say, I'm opposed to the project. And the  
20 comment back in the final document is going to  
21 say, your comments are acknowledged. But if  
22 you say, I oppose it because you haven't  
23 addressed adequately social/economic issues,  
24 then that has to be addressed and indicated how  
25 that issue is or is not addressed in it.

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1 DAVID EDFELDT: So is that part of what's  
 2 dealt with in the impact statement is the  
 3 impact on community and community treasures?  
 4 MR. BROCK: Whether or not that's  
 5 adequately addressed -- there are comments, I  
 6 believe, in the document that address that; but  
 7 whether or not they're adequate, is subject to,  
 8 you know, input.  
 9 DAVID EDFELDT: Well, but if they're not,  
 10 if those are not addressed in the final thing  
 11 is something of concern. They need to be. And  
 12 what I'm hearing you say is that that's not  
 13 what's being considered here. It's just the  
 14 facts.  
 15 MR. BROCK: But that is a fact. That's a  
 16 fact-based statement. I'm just saying that an  
 17 emotional person getting up and speaking very,  
 18 very emotionally in a public hearing like is  
 19 going on in the other room, you're indication  
 20 was that the council needs to hear that. And  
 21 maybe they do, but from the context of what  
 22 we're trying to do here, draft environmental  
 23 statement, factual comments that are either  
 24 adequately or not adequate, that's what that  
 25 whole process is about.

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1 Then the council is supposed to take the  
 2 emotional and economic and social issues into  
 3 account before they make a decision to build  
 4 the project. That's all pieces of the puzzle.  
 5 DAVID EDFELDT: Right.  
 6 MR. BROCK: And I think there's a tendency  
 7 to intermix the two.  
 8 DAVID EDFELDT: One of the critical things  
 9 that a community, in a community is  
 10 understanding the other members of your  
 11 community's feelings about issues.  
 12 MR. BROCK: Right.  
 13 DAVID EDFELDT: Okay? If I'm talking to  
 14 you in here and what I say is distilled down to  
 15 only a statistic as part of one line, how does  
 16 my community know what I feel on that?  
 17 MR. BROCK: Well, your entire transcribed  
 18 comment's in the record. And then it's up to  
 19 the respondents, meaning the staff that we have  
 20 and the consultants, to distill those comments  
 21 down to those that are relevant to the draft  
 22 document.  
 23 DAVID EDFELDT: Right.  
 24 MR. BROCK: And they have to do that.  
 25 That's the only way --

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1           DAVID EDFELDT: So my community, for them  
2           to get the way I personally feel, emotionally,  
3           about how this is going to impact my life,  
4           being a long-time citizen of Issaquah, is  
5           filtered through the person who takes this  
6           transcription? I don't think that's valid.  
7           You know, I think that, I want my peers to hear  
8           my feelings. Okay? You know, so I think that  
9           a public hearing of what your community feels  
10          about an issue is an extremely important part  
11          of what's going on. Okay? And what other  
12          forum is there? We had a meeting at the high  
13          school that, you know, I don't think was  
14          particularly well advertised. I don't think  
15          this was particularly well advertised.  
16          MR. BROCK: Really?  
17          DAVID EDFELDT: Really. I don't. I  
18          picked it up through --  
19          MR. BROCK: Weren't you on the mailing  
20          list?  
21          DAVID EDFELDT: On your mailing list? I  
22          should be. I didn't receive a thing from you  
23          guys, and I've spoken at the Issaquah hearing  
24          and wrote my name down there. I didn't get a  
25          thing from you guys. I mean, I heard because

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1           my neighbor told me about it.  
2           MR. BROCK: We sent out some 2300  
3           postcards.  
4           DAVID EDFELDT: Okay. What I'm telling  
5           you is --  
6           MR. BROCK: I know. That's a valid  
7           comment. But I know they went out in the mail.  
8           And if they got delivered or not or if they,  
9           you know -- I'm not saying it happened in your  
10          case, but I know I've had cases where things  
11          are just a postcard in the mail and you get a  
12          lot of mail and you may have missed it. I've  
13          done it before myself.  
14          DAVID EDFELDT: I understand. But what  
15          I'm saying is, that -- and I appreciate the  
16          postcards. But in terms of public -- you know,  
17          I didn't see this heavily advertised in the  
18          press --  
19          MR. BROCK: You didn't read the newspaper  
20          articles?  
21          DAVID EDFELDT: I've read newspaper  
22          articles, but I didn't read them in that  
23          context. I read them more in terms of the  
24          letters from the editors and things like that.  
25          We all filter things our own ways. So, I mean,

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1 I'm reading that, you know, I'm looking at one  
2 set of articles and not the other.

3 MR. BROCK: I can't respond other than the  
4 fact that I know how many we mailed, and we've  
5 had a very high response of E-mails, letters,  
6 and responses. And for whatever reasons, there  
7 are going to be those who either didn't pick up  
8 on it or didn't get the postcard.

9 Anyway, it's important to have both sides,  
10 the emotional and the factual stuff. The real  
11 basis -- and I can tell you, the intermingling  
12 of the two things, the intent of this process  
13 is to --

14 DAVID EDFELDT: Another thing, that's  
15 created a bit of a problem for the community,  
16 too, is that things seem to shift over time,  
17 you know. Impacts, the initial drawings go up,  
18 and then they're modified. And this latest set  
19 of drawings seems pretty different from what we  
20 originally talked about, you know. The  
21 original idea was just this, you know, go  
22 around town. And now I'm looking at the three  
23 lights. It's got a very different feel to me.  
24 I mean, it's looking like another major  
25 thoroughfare that will someday be four lanes

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1 wide with, you know, 7-11's and the whole nine  
2 yards. It's got that feel to it, you know.

3 And it didn't have that feel before. Before,  
4 it looked a little bit more like the, whatever,  
5 Westlake Boulevard that just zips up the hill.

6 MR. BROCK: Lakemont?

7 DAVID EDFELDT: Lakemont, yeah, where it's  
8 just simple -- that's what it looked like  
9 before.

10 MR. BROCK: Yeah.

11 DAVID EDFELDT: For those of us who, the  
12 first time around, looked at this and reasoned  
13 and tried to consider and, you know, this is  
14 looking like a shift that wasn't in the first  
15 discussion that's suddenly in the second  
16 discussion. If you're not paying attention all  
17 the time, suddenly you end up with a beast  
18 that's not even close to what you started with.

19 MR. BROCK: It kind of depends on how far  
20 back you go. I know that the four  
21 alternatives, the two A, B, AB, AA, BB, and BA,  
22 were around for several years.

23 DAVID EDFELDT: Oh, the path --

24 MR. BROCK: The SS thing, the pass was  
25 there, the twist was there with the signals and

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1 what have you. There's only really one.  
2 There's a signal at the south end. There's a  
3 signal where, if and when Park Point goes in.  
4 And then, of course, there has to be a signal  
5 at the interchange.

6 DAVID EDFELDT: Well, I'll tell you when  
7 Park Point will go in: When that signal's  
8 there, they'll be there.

9 MR. BROCK: Well, we're not putting the  
10 signal in -- the project.

11 DAVID EDFELDT: I understand that. But if  
12 it's, you know, laid out for that signal to be  
13 there, they'll put it there.

14 MR. BROCK: If they build, they will have  
15 to put it there. You get to a point building a  
16 road, that if the road's build, Park Point goes  
17 in. They'll build the signal, and all the  
18 signals are going to be coordinated. I know  
19 what you're saying. And I totally agree from  
20 that standpoint that it looks like something,  
21 but you can make it more like a bypass by  
22 coordinating the signals to where, if you're  
23 driving in the morning, 35 miles an hour, and  
24 you're in a queue of cars, you're going to make  
25 it. And there will be --

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1 DAVID EDFELDT: When you get to the  
2 freeway, you're backed up because you can't get  
3 on the freeway because it's backed up.

4 MR. BROCK: And if the freeway's backed  
5 up, that's --

6 DAVID EDFELDT: Which is what the  
7 situation is on Front Street right now.

8 MR. BROCK: Right.

9 DAVID EDFELDT: If the Front Street lights  
10 worked and everybody could turn on and away you  
11 go, it wouldn't be a problem. But you're going  
12 to have the same problem on this road, you  
13 know. So it's not going to make the change you  
14 want.

15 Well, I hope you listen. Take care.

16 MR. BROCK: Thank you.

17 STATEMENT OF CLAIRE HAYES

18 CLARE HAYES: Clare Hayes, 16610 246th  
19 Place Southeast, Issaquah, 98027.

20 And I guess one of the main things that I  
21 feel, in the EIS, it gave all the bypass things  
22 that were looked at before the bypass was  
23 chosen as the alternative to follow. And they  
24 looked at all different types of roads and  
25

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1 different areas, but route 18 was not mentioned  
 2 as proposing that the state be urged to  
 3 complete this soon as possible as a method of  
 4 getting commuter traffic through to where  
 5 they're trying to get to, which is obviously  
 6 I-90.

7 Being a part of the water quality tests  
 8 that were done about seven years ago in the  
 9 aquifer area, my property was tested by the  
 10 state and by the city at regular intervals.  
 11 And I'm very well aware of the water quality  
 12 concerns of many of the people that have spoken  
 13 and that the EIS I don't believe has addressed  
 14 correctly or entirely in regards to pollutants  
 15 that would be impacting the wetlands, plus the  
 16 wetlands that will be changed by covering them,  
 17 filling in parts of them. You can build new  
 18 wetlands, but a new wetland is not going to  
 19 react the same way. This is my business, and I  
 20 understand how they work. A new one takes  
 21 many, many years to be able to accomplish the  
 22 function of an existing first-class wetland,  
 23 which this area is.

24 The noise mitigation in the EIS on the  
 25 proposed routes that most obviously, at least

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1 at this point, look like they might be the BB  
 2 routes, the mitigation on the noise level was  
 3 not addressed well. In fact, they said there's  
 4 no mitigation. I don't feel the EIS is compete  
 5 without addressing this completely, because the  
 6 schools are affected, the neighborhoods are  
 7 affected. And you know, to just ignore it, it  
 8 does not seem to be a complete EIS.

9 The steep slope issue, when you go into  
 10 what is called "a forest land," and you're  
 11 cutting into what they have stated in the EIS  
 12 are areas where there are springs and things  
 13 like that, living in an area that has the same  
 14 type of thing and watching the results of that,  
 15 I know that this has not been addressed well.  
 16 And I don't feel that at this point the EIS is  
 17 complete enough to be able to say that, you  
 18 know, all of the things have been mitigated,  
 19 that this should be a go.

20 I feel that this should not be a go. I  
 21 don't think you can address the fact that once  
 22 you take away the frontage of the mountain and  
 23 turn it into pavement, that you can ever have  
 24 that same natural function for the wildlife and  
 25 for the water. And just I think that this

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1 should be a no-build alternative. And you  
2 know, it's hard sitting across from you saying  
3 that.

4 MR. BROCK: No. That's fine.

5 CLARE HAYES: But these are my feelings.  
6 You can't undo what is taken apart, and these  
7 are too important to our area. We're screaming  
8 about other lands taking away their forests,  
9 their natural resources. And yet here we're  
10 doing something for somebody that is not even a  
11 part of the city, and that's the commuter.

12 I also feel that the impact of the money  
13 is too great a use for money for the citizens  
14 of Issaquah to be putting out for commuters.  
15 So that basically is my feeling on it.

16 MR. BROCK: That's great. I didn't get a  
17 chance to do what I normally do up front; and  
18 that was just to basically to indicate that  
19 we're doing the same thing in here that you've  
20 heard going on out there. And this is just an  
21 opportunity to do it on a little less formal --

22 CLARE HAYES: I felt that I'd rather state  
23 it here.

24 MR. BROCK: And that really was what the  
25 original intent was, because people can be

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1 somewhat intimidated in that forum. And even  
2 those that are in favor or opposed could be  
3 inspired to speak if they felt somewhat  
4 intimidated.

5 Not everybody feels that they want to take  
6 the time and write all their things out into  
7 a --

8 CLARE HAYES: I went through the EIS. And  
9 I wrote down the things, but I neglected to get  
10 the pages. Then I realized that you were  
11 supposed to have the pages.

12 MR. BROCK: Yeah.

13 CLARE HAYES: And then I couldn't go back  
14 and get the EIS again, because it was only a  
15 five-day limit. So I'm on my way out of town  
16 now.

17 MR. BROCK: Well, this is only the first.  
18 There's still two additional weeks. If you  
19 feel --

20 CLARE HAYES: I don't feel that that's  
21 going to change.

22 MR. BROCK: If you felt the need of some  
23 other comments came up that you felt like you  
24 wanted to submit, this is not the only  
25 opportunity. There is still the additional

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1 timeframe to submit anything in writing. Don't  
2 hesitate.

3 CLARE HAYES: I was originally for it.

4 MR. BROCK: I thought so. I knew you came  
5 and changed over the last few months.  
6 Certainly this is obviously an emotional issue,  
7 and the council has very a difficult decision  
8 when they get to the point --

9 CLARE HAYES: I'm aware of that.

10 MR. BROCK: -- of deciding whether to  
11 build the project. And obviously, if they  
12 decide to build it, whatever route they take  
13 has to have the appropriate, you know,  
14 mitigations for it; or I think it will be  
15 challenged. That's the bottom line. It has to  
16 be appropriately mitigated.

17 CLARE HAYES: Right.

18 MR. BROCK: But getting to that point of  
19 decision will be something that they will be  
20 significantly challenged with.

21 CLARE HAYES: Well, I'll still be here,  
22 you know, whatever the decision is. I just  
23 hope that's it's -- if it's go ahead, it's the  
24 best that can be done, even if takes putting it  
25 off for a number of years. Lakemont took years

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1 to get done.

2 MR. BROCK: Yeah, it did.

3 CLARE HAYES: But when they did it, it  
4 took care of a lot of problems that probably  
5 would have not been taken care of.

6 MR. BROCK: Not having lived here, I've  
7 driven it several times. It looks very nice.  
8 I don't know --

9 CLARE HAYES: There were so many wetland  
10 issues and lake issues and things like that,  
11 you know, they finally did address in a very  
12 good way, I think.

13 MR. BROCK: It cost them a lot more money,  
14 I think.

15 CLARE HAYES: You know, sometimes there  
16 are irreplaceable things.

17 MR. BROCK: That's true.

18 CLARE HAYES: Do you have a heart  
19 transplant or do you say, die, because you  
20 don't have the money?

21 MR. BROCK: Yeah, absolutely.

22 CLARE HAYES: You find the money if you  
23 really feel it's important.

24 MR. BROCK: Yeah, and that's part of the  
25 council's decision. They will do, knowing

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1 that, if they come back later and build it, it  
2 will cost, you know, maybe two or three times  
3 as much.

4 CLARE HAYES: Maybe that wouldn't be bad.

5 MR. BROCK: Maybe it wouldn't. It will be  
6 interesting to hear how they reason out and  
7 rationalize the decision.

8 CLARE HAYES: Yes. When will that be?

9 MR. BROCK: Right now, it's looking like  
10 maybe January. All these comments will be  
11 transcribed, responded to by the staff. Then  
12 we'll come probably after the holidays. I  
13 don't think we want to try and do this until  
14 maybe early January.

15 CLARE HAYES: I'll be at the meetings.  
16 I'll be at the transportation meeting, too.

17 MR. BROCK: You'll get updates there, but  
18 there will certainly be some opportunities to  
19 have some additional input prior to then. I  
20 don't know for a fact, but the council  
21 certainly has the option of calling an  
22 additional meeting if they feel like they want  
23 to secure some additional input.

24 CLARE HAYES: If they have the strength  
25 and stamina for it. I really, I feel for the

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1 people that are working on this as their job,  
2 you know, because that's their job.

3 MR. BROCK: Right. And we have to sort of  
4 try to put that aside and say, okay, we just  
5 focus on trying to do what we were charged to  
6 do. And that is do it the best we can; and if  
7 the council chooses to build it, fine. If not,  
8 we'll feel like we spent a lot of time for  
9 naught, but on the other hand, we're still  
10 doing our job.

11 CLARE HAYES: That's what you're supposed  
12 to be doing.

13 MR. BROCK: Absolutely.

14 CLARE HAYES: Thank you very much.

15 MR. BROCK: Thanks, Clare.

16

17 STATEMENT OF JACKIE THOMAS

18 JACKIE THOMAS: Thank you. I've been a  
19 resident of Issaquah since the early 1990's.  
20 And I don't know too much about the bypass, but  
21 just from reading and listening to people --  
22 and I enjoyed sitting in the open forum area.

23 My concern with the bypass is I understand  
24 that two thirds of the traffic that will use  
25 Front Street is pass-through traffic, and the

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1 bypass is 1.3 miles long and is going to have  
2 at least three stop lights. And I think this  
3 defeats the very purpose of a bypass, to have  
4 the stop lights. I mean, they're going to  
5 impede the flow-through traffic. So I don't  
6 feel it's a true bypass. I don't feel it is  
7 succeeding in its original purpose, by virtue  
8 of having these. If additional development  
9 comes in, I mean, where is the valley?  
10 That's what I wanted to say. I think it  
11 should be farther east. I think 18 should be  
12 expanded to four lanes. There should be  
13 signage at the bypass area, i.e., Front Street  
14 and Hobart, indicating that it's faster to go  
15 over to 18. That might encourage people to do  
16 it. People adapt very easily. They are  
17 learning. With the 520 bridge out, 20,000  
18 vehicles dropped off the commute in just a  
19 matter of a day or two. So people will adjust,  
20 and I think we should encourage them to go to  
21 18, where it is a regional problem.  
22 MR. BROCK: Absolutely.  
23 JACKIE THOMAS: That's what I wanted to  
24 say.  
25 MR. BROCK: Okay. You have quite a bit

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1 more time if you want to keep talking.  
2 JACKIE THOMAS: No, that's it. Thank you  
3 very much for the opportunity.  
4  
5 STATEMENT OF KAYE GATES  
6 KAYE GATES: I haven't studied the EIS, so  
7 I have to say right up front, I'm here to go on  
8 the record as I have done many times and  
9 places. I just would like to say that I feel  
10 very strongly that the public is against this  
11 bypass and myself included is against it  
12 because they feel that it is a quantitative  
13 leap. There are times, you know, in the  
14 development of an area where something happens,  
15 like a quantitative leap, like I-90 going in.  
16 I grew up here sans highway. I remember when  
17 they were studying how to put, you know, an  
18 overpass over by Eastgate before there was one.  
19 This is a leap in the wrong direction, and  
20 the reason for that I feel is that it serves  
21 more the needs of through traffic. I feel very  
22 strongly that it has not, no one has proven to  
23 me that this will, in the long run, solve  
24 Issaquah's traffic problems. Issaquah has seen  
25 nothing compared to what we're going to see.

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1 If you go try to go shopping in Issaquah on a  
2 Saturday morning, it's almost impossible to get  
3 around.

4 The bypass is going to fix only rush hour  
5 at certain times of the morning; and on Front  
6 Street it's going to increase noise, incredible  
7 pollution, garbage trucks. It's a major, major  
8 issue, garbage trucks. I want that in writing  
9 to the whole community, how they're going to  
10 mitigate garbage trucks stopping at how many  
11 lights and starting again. The garbage trucks  
12 stopping and starting are heavy-duty pollution.

13 So I feel, yes, very strongly about there  
14 should not be a bypass. And it's mainly  
15 because I don't see it serving the needs of  
16 Issaquah. I see Issaquah eventually sandwiched  
17 between I-90 and whatever they're going call  
18 it. We're going to be this little village with  
19 incredible smog problems because of the  
20 topography of the land. I have no idea how  
21 they are going to mitigate that.

22 The other thing is that I really believe  
23 what's going to happen is, indeed, they will be  
24 able to document, after the bypass comes in,  
25 more traffic. I guess what they'll do is a

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1 traffic study documenting that it needs to be a  
2 bigger road. Have you ever seen a documented  
3 need for a bigger road when a bigger road  
4 hasn't gone in? Then, when they will have the  
5 documentation, they will probably make Hobart  
6 Road bigger. It's all part of this plan. And  
7 I feel like, I feel very sad. I think for  
8 Issaquah, basically, this is it. This is going  
9 to be where, you know, it all -- if it does  
10 everything that people are talking about.

11 I also want to say, just as a citizen now,  
12 why I didn't speak up in front, that I have  
13 been really insulted by some of the ways this  
14 has been handled. I have come to these things  
15 and talked to these people front of maps, you  
16 know, a lot of these little open houses. And  
17 they look straight at you and they say, we just  
18 guarantee that this will not bring more traffic  
19 into this valley. I know we've documented that  
20 there will be no more further traffic. That  
21 will not happen. It just won't happen. They  
22 look you straight in the eye. This is an  
23 insult. This is a real insult. These people  
24 know the writing is on the wall. That's why  
25 they are here.

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1           So I want to hear about the noise  
2           mitigation. I want to hear about the pollution  
3           mitigation. I want it to be really specific as  
4           to garbage trucks.

5           MR. BROCK: Very good. Thank you. Just  
6           one last thing, I think you owe it to yourself  
7           to check the draft document and review those  
8           sections. This is not to comment or anything  
9           on whatever comments you've made. You've made  
10          valid comments. It's just so you can be an  
11          informed citizen.

12          KAYE GATES: All right.

13          MR. BROCK: I think you owe it to yourself  
14          to at least peruse the document as to the level  
15          of detail which is there. There is a lot of  
16          information in there addressing your concerns  
17          about fully mitigating noise and pollution.

18          KAYE GATES: Thank you.

19

20          STATEMENT BY DOUGLAS PATER

21          DOUGLAS PATER: I'm hear to support the  
22          south bypass project. I'm Douglas Pater, 120  
23          Sunset Way West, apartment 203, Issaquah  
24          Washington 980277. Do you need a phone number?

25          MR. BROCK: If you signed the sheet,

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1           that's fine.

2           DOUGLAS PATER: I strongly support the  
3           southeast bypass project.

4           MR. BROCK: Great.

5           DOUGLAS PATER: It would eliminate some of  
6           the traffic on Front Street. The traffic is  
7           real bad where I'm standing on the corner  
8           waiting for the light, pressing the button for  
9           the light to change. You know, I notice.

10          MR. BROCK: It takes a while.

11          DOUGLAS PATER: I mean, as I'm waiting,  
12          you know, I watch. I see the size, how many  
13          vehicles there are on Front Street and how they  
14          are, especially during the rush hour,  
15          especially where I cross near the salmon  
16          hatchery, especially when school's in session.  
17          Traffic is even heavier when they're out of  
18          school for summer. It's worse at that time.

19          MR. BROCK: Is it really?

20          DOUGLAS PATER: Well, school gets out at  
21          2:20 in the afternoon, and the traffic just  
22          keeps getting heavy. And also I think it will  
23          be nice to have the Southeast Bypass when they  
24          start construction on it in 2000.

25          MR. BROCK: Well, it depends. We have to

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1 get to a point of decision; and when it starts,  
2 if the final choice is to build it, it will not  
3 start until probably 2001. It still has some  
4 funding issues that have to be resolved.

5 DOUGLAS PATER: I've lived here in  
6 Issaquah for 11 years, April of 1989, since I  
7 lived at that address, I never seen traffic  
8 this bad in downtown Issaquah.

9 MR. BROCK: Getting worse?

10 DOUGLAS PATER: Getting worse as more new  
11 people drive, drive vehicles, buy new cars and  
12 everything. Especially when you're going to  
13 the grocery store, you see them line up  
14 sometimes when they go shopping. The traffic,  
15 just especially on the other side of Front  
16 Street, going toward Gilman, becomes heavy,  
17 sometimes when I take my walks in downtown  
18 Issaquah here to go to up to Target. And then  
19 as I take the bus on other side to go to  
20 Costco, the traffic is even heavier over in  
21 that area, too. And I've seen it, sometimes  
22 when I've gone up on the plateau to Pine Lake,  
23 up by the Pine Lake Shopping Center and up to  
24 the Highland Shopping Center, when I'm on Metro  
25 or the DART bus. That's, the situation will be

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1 better when the new bypass is built. Traffic,  
2 I think, will be much better. There won't be  
3 so much traffic on Front Street as it is right  
4 now. So those are my comments.

5 MR. BROCK: We appreciate them.

6 DOUGLAS PATER: Did I speak five minutes?

7 MR. BROCK: You probably still have a  
8 couple minutes.

9 DOUGLAS PATER: I'll make best of it.  
10 Also that our town of Issaquah is growing, as  
11 far as population growth. So when the people,  
12 when there is more traffic, it increases in the  
13 downtown area. And that I feel that more roads  
14 should be built to eliminate, handle more of  
15 the traffic, handle more of the traffic  
16 situation, than we have right now, in downtown  
17 Issaquah, in Gilman Boulevard and from here to  
18 the, all the way to the Highland Shopping  
19 Center and the plateau.

20 MR. BROCK: Thank you.  
21  
22  
23  
24  
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1 STATEMENT OF JOHN KOEHLER  
2 JOHN KOEHLER: I'm John Koehler. I  
3 haven't read the whole document. I live just  
4 off the Issaquah-Hobart Road off of 132nd at  
5 the dead end, up a little bit up there.  
6 I guess my concern is that I understand  
7 the bypass will alleviate some of the traffic  
8 congestion on Front Street. My concern,  
9 though, is that we're just going to be inviting  
10 more traffic on Issaquah-Hobart Road; and I  
11 don't think that road is adequate, even now, to  
12 handle the capacity that it has right now. So  
13 if we're going to be throwing more traffic on  
14 Issaquah-Hobart Road, I want to know what the  
15 EIS statement is saying about the additional  
16 traffic on an already congested road. I don't  
17 know if that's been addressed or not. I guess  
18 that's my, one of my major concerns.  
19 The other concern that I have, one of the  
20 reasons I moved to Issaquah about five, six  
21 years ago, was I like the environment that we  
22 have already. And I think it would be a major  
23 detraction from the community by putting  
24 through the bypass as proposed behind the high  
25 school, because it's a very beautiful area and  
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1 all that kind of stuff.  
2 But I know, the issue to me is that, if  
3 the, what is causing most of the traffic  
4 through the city of Issaquah? Is it Issaquah  
5 residents only, or is it more than that? My  
6 guess is, when they did that survey that -- I  
7 haven't seen the results of that survey, but my  
8 guess is that there would be a lot more people  
9 coming from Auburn, Kent, Maple Valley,  
10 which -- there was a survey that they stopped  
11 traffic. They passed that around. I don't  
12 know what the results of that survey were, was;  
13 but I mean, my guess was it would confirm the  
14 fact that most of the traffic coming through  
15 Issaquah isn't coming from the main valley,  
16 Issaquah-Hobart residents.  
17 It's coming from people outside of that,  
18 which tells me that it's really a county issue.  
19 They should be addressing some kind of  
20 alternative route, other than Issaquah-Hobart  
21 Road, which, again, I do not think is designed,  
22 especially when you get the windiness further  
23 south of where I live, it's not designed for  
24 the type of traffic capacity that's going to be  
25 coming through there if you build a bypass. So  
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1 those are my comments.  
2 MR. BROCK: Okay. Great.  
3 JOHN KOEHLER: Thanks.  
4 MR. BROCK: Thanks for taking the time.  
5  
6 STATEMENT OF MARTHA WILLERD  
7 MARTH WILLERD: My name is Martha Willerd.  
8 I live at 885 Second Avenue Southeast, so I  
9 live right across the street from the high  
10 school; and I don't want the bypass. One of my  
11 major concerns as a citizen is that, with the  
12 interchange going through, all that, if the  
13 bypass isn't built and maybe even if it is  
14 built, you're going to have a lot of traffic  
15 coming onto Second to get to the interchange.  
16 And I'm also a school bus driver and am  
17 concerned about the volume of traffic on Second  
18 Avenue. It's a safety issue, I think with high  
19 school kids driving. And there's Clark just  
20 right down the road and the Tiger Mountain High  
21 School. It's just too much traffic. So I'm  
22 hoping the City will be able to do something  
23 about that.  
24 And other than that, I'm just one of those  
25 people who would really rather not have the

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1 bypass. I do lot of hiking up there with my  
2 son. He's a high school student, and he does  
3 cross country in the fall. There are some  
4 great running trails up there that look like  
5 they will be severely impacted. Also I'm  
6 concerned about the cost of the whole project.  
7 I don't know exactly who is going to pay for  
8 it; and if they run into problems with the  
9 aquifer or something and they have to figure  
10 out that they can't take out a bunch of trees,  
11 they have to go up and over, how would that be  
12 paid for.  
13 MR. BROCK: Up and over?  
14 MARTH WILLERD: Well, like Tiger Mountain  
15 is so steep, what I'm wondering is, are they  
16 just going to really build, they're either  
17 going to have to build up or take out a lot of  
18 dirt. And so if, by any chance, they run into  
19 some sort of stream or something, does that  
20 mean on the steep hillside that they'll just  
21 end up have to build, like, this huge viaduct  
22 or something over the mountain? I'm sure it  
23 won't come to that.  
24 MR. BROCK: In any case, it would be,  
25 there is documents available; and even if it's

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1 just reading the executive summary, I think you  
2 could help yourself understand a little bit  
3 more about the alignments that are being  
4 chosen. And they've been surveyed, and there's  
5 a lot of work that's been done already to  
6 identify the kinds of issues that you have  
7 brought up. Certainly, if the project is  
8 built -- it doesn't have the funding in place  
9 yet. It has to have the funding, and it's not  
10 necessarily the City's intent at this point to  
11 do anything other than trying to secure grant  
12 funding or funding from other sources. We've  
13 spent some money on it, obviously.

14 MARTH WILLERD: Yes.

15 MR. BROCK: You need to do that just to  
16 get to the point of deciding is it a viable  
17 project and to the point of build/no build,  
18 which is the next step from here.

19 MARTH WILLERD: How much? Do you know?

20 MR. BROCK: There's a ranges of numbers  
21 from 21 or 22 million to in the 30's, depending  
22 on the alternative and the all the mitigations,  
23 some of which haven't been decided on because  
24 that's somewhat of a council decision, for  
25 example, noise. There's a federal level that's

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1 the minimum; and there's a lot of proponents or  
2 opponents that say that, if you do that, you  
3 should raise to the next level up above that,  
4 which would obviously cost a little bit more  
5 money. So those are all decisions the council  
6 will have to make when they get to the point of  
7 do we build and, if so, how.

8 MARTH WILLERD: All right. Thank you.

9 MR. BROCK: Tough, hot seats to be in.

10 MARTH WILLERD: Yeah. No fun.

11 MR. BROCK: Thanks.

13 STATEMENT OF BOB FAUCETT

14 BOB FAUCETT: Hello. My name is Bob

15 Faucett, and I live at 305 Second Avenue  
16 Northeast, Issaquah, about two blocks north of  
17 the city hall. I'm here because I'm strongly  
18 opposed to the bypass. And I'm going to throw  
19 a little editorial comment out here. I really  
20 think the bypass is misnamed, because I don't  
21 believe the bypass bypasses Issaquah. In fact,  
22 the analogy I see with bypass is the Alaska Way  
23 Viaduct. I see the relationship between the  
24 bypass and Tiger Mountain and Issaquah is very  
25 similar to the waterfront and the downtown area  
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1 of Seattle in its relationship to Alaska Way.  
 2 I see that very clearly. In fact, I think we  
 3 should, if we were really honest, I think we  
 4 should rename the bypass, quite frankly, the  
 5 Tiger Way Viaduct, because that's exactly what  
 6 my impression of what this highway will be.  
 7 What is real tragedy, apart from all the  
 8 environmental issues -- and by environmental,  
 9 I'll be very specific. I think noise is going  
 10 to be a major element. There will be probably  
 11 more air pollution, and there will be visual  
 12 impacts, as well as cut off access, at least to  
 13 my private walk up Tiger Mountain on Saturdays  
 14 and Sunday mornings, which is unfortunate.  
 15 It's a selfish thing, but I still feel that's  
 16 important.  
 17 What I think the real tragedy is here, in  
 18 my opinion, it is not going to reduce the  
 19 congestion on Front Street, because at the  
 20 times when I drive Front Street in the morning,  
 21 I'm not held up by Front Street so much as I'm  
 22 held up by I-90. And in fact, there's a little  
 23 light. As you leave Front Street and approach  
 24 I-90 towards the west, you've got this light.  
 25 A red and green light stops you if you're going  
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1 fast on Front Street or slow on Front Street.  
 2 So the real bottleneck, the real choke point is  
 3 I-90 in the morning. And in the evening, I  
 4 can't speak to that as well, because I don't  
 5 drive south of here; but I can only imagine  
 6 Issaquah-Hobart Road being a major choke point.  
 7 I see that what's going happen, certainly with  
 8 the bypass relationship to I-90, it's going to  
 9 put more traffic onto I-90 quicker and actually  
 10 increase congestion on I-90. So unless you  
 11 address I-90, it's a fallacy to even consider  
 12 Front Street.  
 13 The other factor is that in the evening  
 14 times, if one just observes the problem, more  
 15 than 50 percent of the traffic is lined up on  
 16 I-90, waiting to go north up on the Lake  
 17 Sammamish plateau. This is not going to do  
 18 anything for that type of traffic. So it's  
 19 unfortunate, your children, your grandchildren  
 20 are not going to appreciate it. I think  
 21 they're going to look back on that and say it  
 22 was a tragedy. I think Tiger Mountain is a  
 23 really special place.  
 24 So I would hope that the council and the  
 25 politicians would give some due consideration

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1 to these. I would like to see the engineering  
2 report, the EIS, demonstrate to me that,  
3 indeed, this thing will not cause additional  
4 congestion on I-90. That's about it. That's  
5 all I have to say.

6 MR. BROCK: That's fine. Those comments  
7 will be addressed to the extent that they can.  
8 I think that your closing comment is a good  
9 one, because I think that addresses a specific  
10 concern, whether it's already addressed in  
11 there or not.

12 BOB FAUCETT: I don't know if it is or  
13 not.

14 MR. BROCK: There's a multitude of things  
15 there are addressed.

16 BOB FAUCETT: I am sure there is.

17 MR. BROCK: And there's several others.  
18 If you have the time, it's August 15th. So  
19 you've got two weeks to still peruse that  
20 document. It's available at the library or  
21 city hall; and if you have the time, you should  
22 do it. In any case the comments --

23 BOB FAUCETT: I should run for office,  
24 sometimes I feel.

25

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1 STATEMENT OF MARY CHIRKIS

2 MARY CHIRKIS: Marry Chirkis. It's  
3 spelled C-H-I-R-K-I-S. I live at 4152  
4 Providence Point Drive Southeast. I have lived  
5 in the area since May a year ago. I came to  
6 the area primarily because my children are  
7 here, but I considered it to be one of the  
8 loveliest places I've ever seen.

9 I'm very disturbed by the construction and  
10 what's going on with the gravel pit, et cetera.  
11 In listening to the other peoples' comments  
12 this evening, I understand their concerns. I  
13 can see where they're coming from, but I'm not  
14 seeing them come up with good alternatives to  
15 what is being proposed. They're saying that  
16 Highway 18 is there for people's use, and  
17 that's a good thing and a viable point. The  
18 hard thing is to get people to use it, and  
19 knowing people as much as I do in the time I've  
20 lived, they're going to go to something that  
21 they consider to be faster and quicker, rather  
22 than going down the road a little bit further  
23 and then crossing over. The citizens of  
24 Issaquah, I think, they have to do something to  
25 force them to use it.

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1 And when I moved up here, I moved up from  
2 Oklahoma. Oklahoma has what they call "toll  
3 roads." You want to ride on my road, you pay.  
4 Okay? I think if they instituted some kind of  
5 a system whereby people wanting to go down  
6 Front Street to Hobart Road had to pay for the  
7 privilege of going through, that might  
8 alleviate the problems somewhat. I don't think  
9 it's fair for the taxpayers in this area to  
10 have to pay for a bypass, because it's going to  
11 be the taxpayers in the city of Issaquah that  
12 are going to be hit hardest to pay for this  
13 road, which they obviously don't want.

14 Back in Oklahoma, when you hit the toll  
15 road, if you had a pass or something, you  
16 could, you don't have to stop. You can just,  
17 you can go through. The machine reads it, and  
18 you pass on. If you were an out-of-towner or,  
19 you know, just traveling through the country,  
20 you had to pay your toll to get there. And I  
21 think, it's always been my experience that  
22 money talks, that something like this might do  
23 it. I don't know.

24 But I mean, I'm just throwing this out to  
25 see if this is a possibility. I mean, I don't

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1 know how much brainstorming they've done for  
2 alternative things to this situation. But I  
3 agree with everything that they're saying about  
4 the road is bad, as far as being close to the  
5 school. I don't think it's really going to  
6 help congestion that much, especially when  
7 you're talking about all the traffic lights  
8 that are going to be on it.

9 And I was just listening to the gentlemen  
10 building the road, I think, talk to somebody  
11 else. I think a newspaper reporter. He said  
12 he hasn't heard anything new. I'm wondering if  
13 he's really hearing what he has heard in the  
14 past that these people really, genuinely don't  
15 want this. I think he's just, you know, that's  
16 not what I want to hear. It's not my job. You  
17 know, his job is building that road. He makes  
18 his money that way.

19 But that's how I feel at this time. If I  
20 can come up with anything, any other ideas, I  
21 would like to share them.

22 MR. BROCK: Well, the comment period is  
23 August 15th. So you have plenty of time. If  
24 you haven't taken a look at the draft  
25 documents, the points you brought up are

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1 addressed in there in terms of whether they're  
2 reasonable or not. So you know, you may or may  
3 not have the time to do that. But certainly if  
4 you want to be fully informed, taking a little  
5 bit of time to stop by the library or the city  
6 hall and pick up a copy and check it out.

7 MARY CHIRKIS: Those are available?

8 MR. BROCK: Yes, they are.

9 MARY CHIRKIS: No charge?

10 MR. BROCK: You can buy one, but you can  
11 also check one out at no charge. You can pick  
12 one up from our Public Works Office next to the  
13 Holiday Inn there on, behind Eagle hardware.

14 MARY CHIRKIS: Okay. It's a beautiful  
15 area, and I would like to see it maintained as  
16 close to -- I'd hate to see it become, like,  
17 another Factoria. I'm sure that what they're  
18 saying is true, the developers are pushing for  
19 these roads so that they can develop the area  
20 more. Then you're going to have house on top  
21 of house. You're not going to have the beauty  
22 that you have now. Who needs another San  
23 Francisco? We have enough big cities.

24 MR. BROCK: That's true. Okay. Great.

25 That was it?

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1 MARY CHIRKIS: Yes.

2 MR. BROCK: Okay. Again, we're open  
3 Monday through Friday. Feel free, if you have  
4 few minutes, to stop by and check the document  
5 out. And we have a number of people that have  
6 taken advantage of that. It's a big document,  
7 but there's also a summary section that might  
8 help you understand it a little more. It's  
9 always good to be as informed as you can.  
10 Thanks for stopping by.

11

12 [Hearing concluded at 8:10 p.m.]

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1 C E R T I F I C A T E

2 STATE OF WASHINGTON )  
3 ) SS  
4 COUNTY OF KING )

5 I, Jacqueline L. Bellows, a Notary Public in  
6 and for the State of Washington, do hereby certify:

7 That the foregoing hearing was taken before  
8 me at the time and place therein set forth;

9 That the statements of the witnesses and all  
10 remarks made at the time of the hearing were recorded  
11 stenographically by me, and thereafter transcribed  
12 under my direction;

13 That the foregoing transcript is a true  
14 record of the statements given by the witnesses and of  
15 all remarks made at the time of the hearing, to the  
16 best of my ability.

17 Witness my hand and seal this 14th day of  
18 August, 2000.

19

20

21

22

23

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\_\_\_\_\_  
Jacqueline L. Bellows, Notary  
Public in and for the State  
of Washington, residing at  
Arlington. Commission  
expires October 17, 2002.

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CITY OF ISSAQUAH  
in cooperation with  
KING COUNTY and  
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

SOUTHEAST ISSAQUAH BYPASS  
DRAFT ENVIRONMENTAL IMPACT STATEMENT  
PUBLIC HEARING

August 1, 2000  
5:00 p.m.  
205 Mountain Park Boulevard SW  
Issaquah, Washington

NANCY L. BAUER, CCR  
Court Reporter

Van Pelt, Corbett & Associates, Court Reporters  
101 Yesler Way, #505 \* Seattle, WA \* (206) 682-9339

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Moderator: LOU HAFF  
Project Manager for  
The City of Issaquah  
4545 329th Place SE  
Fall City, WA 98024  
  
Hearing Coordinator: PAM FOX  
  
Timer: SEAN WELLS  
Public Works Department  
  
Court Reporter: NANCY BAUER, CCR

\*\*\*\*\*

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1 MR. HAFF: Good evening. My name is Lou Haff. I'm

2 the project manager of the Southeast Issaquah

3 Bypass. I work for the City of Issaquah. I'd like

4 to introduce a couple of people up front with me.

5 On my immediate right is Sean. Sean is an employee

6 of the Public Works Department. He's going to be

7 operating a timer for us.

8 Next to Sean is Nancy. Nancy is a court

9 reporter who is going to be taking a verbatim

10 transcript of the proceedings tonight.

11 I'd like to get into the hearing, please, as

12 quickly as possible, but I need to share a couple

13 of things with you first.

14 First of all, this is an official hearing

15 being conducted for the purpose of receiving

16 public comment on a Drafted Environmental Impact

17 Statement.

18 We expect a fairly large crowd tonight and a lot

19 of people desiring to give input. We are using the

20 City of Issaquah council rules and have put a

21 five-minute time limit on speakers.

22 There's a sign-up sheet. I'd like to ask

23 anybody who wishes to speak at this hearing to

24 sign up. We are working concurrently another hearing

in

a smaller room in the back for folks who might like

to give oral testimony in a slightly different and

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1 less pressured environment.

2 There's a smaller room with a court reporter

3 and a hearing official, Mr. Bob Brock. The

rules of

4 that hearing format is that the person who's

5 speaking has the discretion of deciding whether

they

6 want any audience at all or none.

7 The purpose, of course, is to give people an

8 opportunity to speak if they wish without any

9 feelings of intimidation, if that's how they

choose.

10 You have your choice of speaking here or there.

11 We would respectfully request that you not

try

12 to do both because, after all, we have three hours

13 tonight for this hearing, and if you give five

14 minutes, that's a relatively small number of

15 speaking windows that we have.

16 I would also like to request that we all be

17 civil to each other tonight. And I don't say that

18 in a derogatory manner to anybody. I think

there's

19 room enough in the world for people to have

20 different opinions on any subject, particularly

this

21 one.

22 Folks who have strong feelings and strong  
23 emotions are to be respected. Please don't  
disrupt  
24 speakers when they are speaking. I think  
everybody  
25 has a right to speak without any type of  
disruption

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7

1 to their speaking.  
2 So having said that, then you'll have five  
3 minutes. We'll give you a one-minute warning  
blast  
4 when you're approaching the end of your five  
5 minutes.  
6 Pam from the back of the room will call the  
7 speakers one at a time. I'd like you to come  
8 forward. Use the lectern and use the microphone  
so  
9 everyone can hear. She will call the speaker's  
name  
10 and then call the next person on deck, and if that  
11 person could come forward and be ready, we'll try  
to  
12 keep people moving in that manner.  
13 Having said that, it's my pleasure to  
welcome  
14 you again and get on with the hearing. Pam, would  
15 you please call the first speaker and the next in  
16 line?  
17

18 STATEMENT OF BROOK THACKER

19 BROOK THACKER: My name is Brook Thacker,  
20 and I've lived in Issaquah for 14 years, and I've  
21 taught for 14 years in Lake Washington School  
22 District.  
23 My concern with the DEIS is that it doesn't  
24 seem to address the effects of noise on students'  
25 health, on their attention, or on their  
performance.

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1 In Table 4-A in the DEIS, it says that the  
2 abatement measures couldn't be used for Issaquah  
3 High School, and I don't really understand why  
they  
4 can't be.

5 I also don't understand the term "constrain  
by  
6 local access" in reference to what seems to be an  
7 inadvertent failure to protect a learning  
8 environment. It's probably just an oversight.

9 In this week's Issaquah Press, there's a  
10 letter by a former Issaquah High student named  
11 Allisa Bick, and I'm quoting from her letter:  
12 "When teachers open windows to relieve  
13 stuffiness in the crowded classrooms, they have to  
14 compete for attention against the backdrop of the  
15 rural trucks. It's already hard enough to pay

16 attention in class without that added  
distraction."  
17 Where I teach, we have a large lawn mower  
that  
18 for years interrupted instruction, and this year  
the  
19 lawn mower now does all the mowing around the  
20 classrooms before 7:00 a.m. so as to not to  
21 interfere with instruction. So we have one power  
22 lawn mower versus 125 garbage trucks.  
23 If the county uses this proposed bypass to  
24 access the landfill -- and I mean a lawn mower,  
125  
25 garbage trucks, not to mention other trucks,  
  
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1 motorcycles -- should stoplights be put in, then  
2 these garbage trucks are going to grind through  
3 first gear, second gear. This just seems like an  
4 error to me.  
5 In her letter Allisa also mentions that her  
6 sister has asthma. And all teachers have known  
that  
7 asthma has been on the rise for the past five to  
ten  
8 years, and health reports are coming out now tying  
9 the increase in asthma to poor air quality. And  
in  
10 King County, it's either 80 or 90 percent of the  
air  
11 quality's pollution is contributed to cars, motor

vehicles.

Putting a steady stream of motor vehicles by  
students who are already suffering an increase in  
asthma and other respiratory problems just doesn't  
seem like a good proposal.

Some of the studies regarding performance,  
behavior, responsibility, I'm going back to 1975.  
I'll be very brief here.

It's only because our population has  
ballooned

and development has increased incompetently that  
we're thinking of putting freeways by the schools,  
so in this study, in 1975 from New York, and it  
involves elevated trains.

The school was close to the trains, and they

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10

1  
elevated

test

s.

compared part of the school that faced the

trains versus the part that was farthest away. By  
the time the students had reached 6th grade, there  
was a year's difference in reading ability and  
significant percentage-point differences in all  
scores with noise abatement, the noisy part of the  
school.

There's a study by Theodore Waths, W-a-t-h-

In 1993 he cataloged poor social interaction when

10 there's noise pollution in the environment, and  
when  
11 I was a teacher, what I found most disturbing is  
12 that the adults who were in charge also had lower  
13 levels of responsibility and poorer interaction  
with  
14 their students.  
15 The most recent study I found was out of  
16 Cornell University. It compared schools in the  
17 airport flight paths with schools out of the  
flight  
18 paths, and it was no surprise to anybody, there's  
a  
19 huge difference in their performance and in their  
20 test scores.  
21 So I'll conclude with a bibliography. I've  
22 made copies for the mayor and for the councilmen  
and  
23 women. I have 12 copies here. Could I leave them  
24 with the stenographer? They explore noise  
pollution  
25 and its effect on students.

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11

STATEMENT OF RON ALLISON

RON ALLISON: My name is Ron Allison,

10124-238th Way SE, Issaquah. I would like to

out several conditions I have regarding the DEIS

that deals with the geology and seismic hazards.

I will read it because I'm making specific

or

or

is

12

references to pages.

Reference one, Page 4-2630, sensitive areas:

"Portions of the project on the north end are  
classified as steep slopes, erosion hazard areas,  
and landslide hazard areas, all of which are near

adjacent to seismic hazard areas. However, the  
Icicle Creek engineers removed the regional  
landslide hazard areas designation." Why?

It must be explained how a private company  
individual can undesignate sensitive areas. Who  
liable if it proves to be incorrect?

This problem must be covered in more detail.  
A risk analysis of the landslide hazards must be  
compared for the final DEIS.

Reference Page 4-22, structural geology:

"The DEIS states that a two-and-a-half  
mile-wide fault zone of the Seattle fault has been  
mapped, and that it can be projected through the  
project corridor area."

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Reference page 4-31, seismic hazard:

"The significance of the fault zone must be  
discussed in detail. And a risk analysis must be  
prepared to properly evaluate citizens' safety and

5 construction costs. The risk assessment and  
6 potential mitigation associated with the Seattle  
7 fault must be prepared for the final DEIS and not  
8 postponed until design settings are conducted."

9 The DEIS does not  
address the fact of seismic  
10 hazards adequately. Reference Figure 4-6 shows,  
and  
11 Page 4-35 states that 70 percent of Alternate 4,  
the  
12 preferred route, would be built on either steep  
13 slopes or in seismic hazard areas.

14 To give you an example, King County's DEIS  
15 would not allow any construction in the area of  
16 Alternate 4 because of the steep slopes. Why  
should  
17 the City of Issaquah?

18 Repeatedly we read that a major earthquake  
19 will strike. It is my position that the drafted  
20 DEIS does not adequately address these problems.  
21 Thank you.

22  
23 STATEMENT OF TERENCE AGNEW

24 TERENCE AGNEW: Thank you. My name is  
25 Terence Agnew and I live in Issaquah, I've lived

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1 here since 1943, and I've seen obviously a lot of

2 changes since that time. I'm talking about the  
3 Seattle area.  
4 I was also assigned back in 1968 to a  
5 thrust project by the organization that I worked  
6 with, and I remember at that time everyone said,  
7 Traffic problems? We have no traffic problems.  
8 We'll never have traffic problems.  
9 You try to tell our friends and neighbors  
10 those people who could vote for it at that time,  
11 could get the 55 percent, you couldn't get the 60  
12 percent, and all the money that was set aside went  
13 down to Atlanta, Georgia.  
14 I wish we had that same decision to make now  
15 when we try and travel around our state.  
16 around our area.  
17 Now, the other thing is, the point I'm  
18 getting  
19 at, you can't hold back the tide. You try and  
20 with the tide.  
21 I remember a friend years ago talking about  
22 North Bend and the traffic problem there. She  
23 No, there should be no bypass for North Bend. You  
24 should continue going right through town as you  
25 always have, why should we change?  
Well, I don't think we can go right through

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1 downtown North Bend.  
2 The other factor that I'm trying to bring up  
3 again is compromise. The bypass. A lot of people  
4 think it should be, a lot of people think it  
5 shouldn't be. A lot of people are concerned that  
6 this might turn into 605, and I think that could  
be  
7 a tragedy for this area.  
8 The other thing I think I'm worried about  
are  
9 friends of mine, because you know it's an echo  
10 chamber between Tiger and Issaquah. Somehow there  
11 has to be some appreciation of noise, and if you  
12 allow garbage trucks to go through, you aggravate  
a  
13 situation.  
14 Now, we're trying to relieve traffic, yes,  
but  
15 we're not trying to aggravate a situation. But  
16 we've all lived with the elastic-band period. You  
17 develop it, you build it, and it's wonderful for  
18 about three to five years, and then you have a  
19 traffic mess.  
20 Now, the thing I'm trying to get at, and we  
21 all need assurances and reassurances that if it's  
22 going to be put through as it is being told, two  
23 lanes, and I've heard back there the two lanes

would

24 be an assurance. We don't need 605 and it should  
25 never be 605.

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15

1 traffic  
2  
3 in

do

1 But somehow we've got to alleviate the  
2 problems. I've talked to people who try and come  
3 from Mirrormont. They said they can be tied up 30  
4 to 35 minutes just to get from Mirrormont down to  
5 Sycamore. Now, that doesn't make sense.  
6 And yet again, it doesn't make sense not to  
7 anything, but it does make sense, I think, to not  
8 overdo the project. So I think that's basically  
9 what I'm trying to get across.

10

11

12

13

14

15

16

17

18

19

20

21

STATEMENT OF ERIC ERICKSON

ERIC ERICKSON: I'm Eric Erickson.

13040-189th Avenue SE, Renton. I have formally  
submitted my written comments on technical issues  
with regard to the DEIS, but there are a couple of  
points that I feel I need to make that we've  
overlooked completely within the document.

AUDIENCE MEMBER: Could you speak up,  
please?

It's difficult to hear with all the noise in the  
back.

ERIC ERICKSON: There is no mitigation for  
the

22 increased traffic on Issaquah-Hobart Road south of  
23 the city limits. In fact, there's no  
documentation  
24 in this draft document at all. The road is  
already  
25 at capacity and beyond, typically, in the  
northbound

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16

1 direction in the morning and the southbound  
2 direction in the evening.  
3 Incidentally, the bypass will aggravate that  
4 situation with the return of large trucks, garbage  
5 and others. And there's no mitigation in there  
for  
6 the increase in air pollution south of the city  
7 limits, either.  
8 There are a couple other alternatives that  
did  
9 not get looked at in the DEIS related to  
10 development, particularly at Park Pointe. It did  
11 not look at the extension of the proposed trolley  
12 system to Park Pointe to end part of their  
traffic,  
13 or the extent of the proposed trolley system to  
14 Issaquah Highlands or Grand Ridge to take care of  
15 part of their traffic, or the extent of the  
proposed  
16 trolley system to the Lake Sammamish boat ramp.

17 Those projects each are something like \$1.5  
18 million from Grand Ridge, potentially  
19 \$2 million from Park Pointe. And the county's \$5  
20 million contribution to the projects could be  
21 well-spent on another park-and-ride lot on the  
north  
22 side tying into the trolley line and tying into  
the  
23 bus line to alleviate the mitigation for traffic  
on  
24 Front Street. There's other projects. Thank you.  
25

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1 STATEMENT OF SUZANNE SUTHER  
2 SUZANNE SUTHER: Good evening. My name is  
3 Suzanne Suther. I represent The Greater Issaquah  
4 Chamber of Commerce. I do have a letter for the  
5 record that I would like to read for you. It is  
6 addressed to Bob Brock, and he's the public works  
7 director as directed from the Draft EIS.  
8 "The Greater Issaquah Chamber of Commerce  
on  
9 behalf of its membership is committed to the  
10 enhancement of our ability to move people, goods,  
11 and services efficiently through, within, and  
around  
12 the City of Issaquah.  
13 "The local transportation network has  
14 substantial impact on the Issaquah community in  
15 terms of the economic well-being of the area and  
the



16 quality of life of Issaquah residents, therefore,  
 17 the Chamber continues to support local and regional  
 18 efforts directed at resolving our transportation  
 19 issues.  
 20 "More specifically, the Board of Directors  
 of  
 21 The Greater Issaquah Chamber of Commerce and the  
 22 Chamber's transportation committee continue to  
 23 support the design, funding, and construction of a  
 24 new Issaquah arterial accessed from the I-  
 90/Sunset  
 25 Interchange, commonly referred to as Southeast  
  
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 18  
 1 Bypass.  
 2 "The Chamber gives qualified support to the  
 3 recommended Alternative 5 as a result of our  
 review  
 4 of the Southeast Issaquah Bypass Draft  
 Environmental  
 5 Impact Statement dated June 2000.  
 6 "Our concerns with the recommended  
 7 Alternative 4 focuses on noise impact, vegetation  
 8 taking, water pollution, wetland taking, and  
 9 proposed mitigation.  
 10 "We believe a chart comparing positive or  
 11 negative impact of each proposed alternative as a  
 12 major against the status quo situation, no bypass,

13 will be an invaluable aid to the decision making  
 14 process of our chamber members.  
 15 "Regarding the noise impact, a severe  
 increase  
 16 would result near the high school. How do these  
 17 noise levels compare to other Issaquah and Seattle  
 18 schools? What are generally accepted noise levels  
 19 in school settings? Are there relative real-life  
 20 examples of areas in the region that have a DBA  
 21 level along the proposed route consistent with the  
 22 new levels after the bypass is in?  
 23 "Is there potential mitigation in this area  
 or  
 24 is it simply unreasonable or not feasible?  
 25 "Regarding vegetation and wetland impact,  
 are  
  
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 1 there ways to exceed best management practices,  
 and  
 2 at what cost? How will we ensure that the  
 clearing  
 3 or taking will be minimized to the extent  
 possible?  
 4 What are the standards to ensure that compliance,  
 5 and at what cost can we set higher standards in an  
 6 effort to reduce impact?  
 7 "The Greater Issaquah Chamber of Commerce  
 8 appreciates the opportunity to be involved in this  
 9 Southeast Issaquah Bypass process and will  
 continue

10 to provide its input as the process evolves.

11 Sincerely, The Greater Issaquah Chamber of  
Commerce."

12 Thank you.

13

14 STATEMENT OF LARRY FRANKS

15 LARRY FRANKS: Larry Franks, 29 year

16 resident at 24001 SE 103rd Street, Issaquah.

17 The problem with traffic congestion on

18 Front Street is regional in nature. The solutions

19 proposed by the Southeast Bypass Alternatives are

20 local in scope and cannot fix the problem. It

21 only delay the recognition for need of a regional

22 solution.

23 Alternatives that have been examined to date

24 have not been designed to resolve the regional

25 problem. The City of Issaquah would be much

20 Draft EIS Hearing, 8/1/00

the 1 served putting the energy, the time, the money,

2 research in the participating in the design of a

3 regional solution.

4 Brief review of the alternatives that have

5 been examined over the last 10 years brings out a

6 very local bias.

on 7 1989 the Parsons-Breaker half-study focused

8 five interchanges on I-90. They examined ways to

9 serve the transportation needs of Issaquah. No

10 regional mentioned.

11 They concluded that improvements and a

bypass 12 were called for. You ask a small question, you

get 13 a small answer.

14 The same firm did the research in 1997, and

15 again accepted that Issaquah's only constraint

16 identified nine corridors to examine again

strictly 17 within the Issaquah confines.

18 Project goal number two even went so far as

to 19 state that it was to provide

a bypass of the city of

20 Issaquah's central business district. No regional

21 consideration. They eliminated eight of the nine

22 corridors with identifiable cause, no larger scope

23 alternatives were apparently examined other than

24 adding a park-and-ride or possibly another HOV

lane.

25 They concluded that the corridors

essentially

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1 within the city limits warranted additional study.

2 If you ask a small question, you'll get a small

3 answer.

4 Again in '98, the same firm acknowledged,

5 "The accommodation of regional travel demand has  
6 overwhelmed the existing transportation system's  
7 ability." Any resident will say "Dah."  
8 It goes on to analyze the range of  
solutions,  
9 but again, it's limited to just within Issaquah.  
10 The recurring theme is one of posing small  
11 questions, we're doomed to get small answers.  
12 I see no evidence of thinking outside the  
13 bounds of this community other than the  
14 park-and-ride implementation. A regional traffic  
15 solution must greatly reduce the motivation for  
16 individual car trips. Whether this takes the form  
17 of rail or whatever, I don't know.  
18 I do know that the time, energy, and dollars  
19 spent in fine tuning this kind of small solution  
20 would be far better spent in analyzing and solving  
21 the larger regional problem. We've asked the  
wrong question, we'll get a wrong answer.

24 STATEMENT OF KRISTIN PEARSON-FRANKS

25 KRISTIN PEARSON-FRANKS: Resident, 29 years,

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22

1 24001 SE 103rd street, Issaquah.

2 My question is the same one I've asked

3 officials for the last five years without  
receiving  
4 an adequate answer.  
5 In the evening commute, how can you take  
6 traffic on the southbound bypass and add a stream  
of  
7 cars heading south on Front Street, many which  
have  
8 merged from Second Avenue, and squeeze all of  
these  
9 cars into one southbound lane on Issaquah-Hobart  
10 Road without creating a recipe for disaster?  
11 I believe and have said for the past five-plus  
12 years that you are only moving the bottle neck  
from  
13 the center of the city to the county boundary  
14 without solving the problem.  
15 The increased congestion will seriously  
16 all the county residents living on and near the  
17 Issaquah-Hobart Road, creating serious air and  
18 quality problems due to pollution being captured  
in  
19 the valley of Tiger and Squak Mountains.

21 STATEMENT OF TERRY JESKE

22 TERRY JESKE: Hi. My name is Terry Jeske  
23 and I live on 10011-238th Way SE and I'm going to  
24 speak directly to some of the noise issues in the  
25 Draft EIS.

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changes 1 On Table 4-6 it has a chart that shows

2 in the amount of DBA at different receptors and

3 locations throughout the Issaquah area. And one

increase 4 thing that wasn't brought up was a ten DBA

5 in noise actually doubles the amount of noise.

And 6 it would be a very helpful tidbit for DIS for the

7 common person to read that.

they 8 And actually it would even be better if

9 put every single, what they call a receptor, and

had 10 a percentage change or decrease due to the

proposed 11 bypass, and what that could mean. Because most

12 people don't understand what a DBA is and what the

13 increase in a DBA is.

14 Also, I believe not enough information was

15 given to forecast the two-twenty-fifteen traffic

16 other than there's a development of the southeast

17 bypass. Final DIS transportation technical

report, 18 but it didn't really talk about if a road from the

19 county was taken into consideration due to the

20 increase in traffic that would then allow more

21 development into the county as well.

of 22 In fact, the county was completely left out

23 this entire DIS, and I'm running the board with

24 county and it's going to have some traffic

25 conditions and air pollution concerns with the

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24

1 county. And if we don't work with the county and

2 the city, I think we can all agree there's going

to 3 be a big problem there.

4 Also, on page 4-11, the Draft EIS states

5 the FH noise abatement criteria are noise

6 as specified as exterior noise levels for various

7 land activity categories. For receptors where

8 serenity and quiet are of extraordinary

significance 9 the noise criteria is 57 DBA. For residences,

10 parks, schools, churches and similar areas the

noise 11 criteria is 67 DBA and for other developed lands

12 it's set at 72 DBA.

13 Well, when you look at Table 4-6 in the

Draft 14 Environmental Impact Statement, it shows that

15 every alternative has significant noise concerns

16 that either approach or exceed these DBA levels.

17 And I was wondering why it wasn't mentioned in

there

bypass, 18 how we're going to, while we're building the  
19 when these noise levels are bypassing the FHWA  
20 standards.

21 One major concern is that the Draft EIS does  
22 not really talk about the effect of noise on both  
23 physical health and mental health. It was not  
24 discussed at all and there are definitely impacts  
on 25 noise with that. Also, there was no discussion at  
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1 all on the effects of the increased noise on the  
2 students and their concentration, test scores or  
3 anything like that. And also the effect of noise

on 4 wildlife in the area. That area is very rich in

and 5 wildlife, I live near there and we've seen bears

6 there's been reports of even cougars coming down,  
7 and of course numerous deer. And if the bypass

were 8 to take that away there would be a very big debt  
9 remit, in my opinion, to Issaquah.

10 And lastly, I find it odd that only 9 of the  
11 16 noise receptors were actually measured and all  
12 the remaining ones were only modeled with  
software.

we 13 And I would like to see them actually measured so

14 know what the current noise levels are. And also,  
15 just again, if we build the bypass it's just going  
16 to increase more traffic. And I do believe the  
17 genie's already out of the bottle and we can't

cork 18 it, and if we build it it's just going to get  
worse.

19 Thank you.

20  
21 STATEMENT OF SARA AGASSIZ

22 SARA AGASSIZ: Hi. My name is Sara  
Agassiz

23 and I'm an eleven-year resident of Issaquah. My  
24 concerns today address the impact on this area  
25 regarding recreation, aesthetics and natural  
areas.

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1 This DEIS makes no mention of wildlife  
2 corridors. The abundance of wildlife on Tiger  
3 Mountain including, bears, cougar, deer and small  
4 mammals that travel and live in this area would be  
5 cut off from their natural habitat and displaced.

6 This Draft EIS should address means of  
7 allowing and enhancing movement from the city  
across 8 or under the roadway to Tiger Mountain for  
wildlife.

9 The Draft EIS speaks only briefly of  
providing

10 new trail connections, pages 4-113 to 4-115. It  
 11 does not address whether there would be temporary  
 12 access during construction, how connection would  
 be  
 13 designed, and if and how trail users would be  
 14 involved in their design.  
 15 New trail connections would need to be at  
 16 least as convenient as they currently are  
 regarding  
 17 location and parking.  
 18 Bike lanes and sidewalks would be included  
 19 only at the north end of the proposed bypass.  
 That  
 20 would only further discourage alternative modes of  
 21 transportation. The proposed 500 residents of  
 Park  
 22 Pointe would have no other alternative but to  
 drive  
 23 out of their development, adding to bypass traffic  
 24 and downtown congestion.  
 25 According to the city's master  
 transportation  
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1 plan, new projects should encourage alternative  
 uses  
 2 other than the car.  
 3 The newly discussed raised viaduct at the  
 4 north-end of the project, along with concrete  
 5 containment walls, would be an eyesore to  
 residents

6 traveling or looking to the east of Issaquah.  
 These  
 7 are my concerns.  
 8  
 9 STATEMENT OF LAURA FOREMAN  
 10 LAURA FOREMAN: I'm Laura Foreman. I'm a  
 11 twenty-year resident of Issaquah and I have three  
 12 points I'd like to bring up. One is kind of to  
 echo  
 13 what Larry Franks has said, which is the Draft EIS  
 14 was created with the bias that the Southeast  
 Bypass  
 15 would be built. It is based on an outdated and  
 16 nonfunctional model which is the increased  
 17 population needs more motor vehicles, and  
 therefore  
 18 the only solution is to build more roads.  
 19 However, the EDA states, "We have found that  
 20 road building as a solution to transportation  
 21 problems is often treated as a foregone  
 conclusion,  
 22 as in this Draft EIS.  
 23 "There are other solutions to many of our  
 24 transportation needs, solutions that are  
 25 sustainable. Minimize or eliminate the

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1 environmental impact intrinsic to road building,  
 2 meet the transportation needs of the affected

of 3 communities, and do not require the construction  
 4 new roads."  
 5 Within the Draft EIS, the No-Build  
 Alternative 6 was given scant attention. No consideration was  
 7 given to the creative solutions to the traffic  
 8 congestion problems Issaquah faces.  
 9 Again the EDA stresses that creative  
 solutions 10 can emerge from public thinking. When citizens  
 are 11 actively engaged and there is partnership with  
 12 participating agencies and decision makers, I  
 think 13 the Issaquah Environmental Council is very anxious  
 14 to be one of these groups that would actively  
 15 participate.  
 16 Additionally, I would like to point out that  
 17 the City of Issaquah has a consistent record of  
 18 underestimating the cost of projects. Most  
 recently 19 the new city police station was projected to cost  
 20 7.5 million. It is now, with overruns, projected  
 to 21 cost 14.5 million. That's almost twice as much.  
 22 Alternatives for the preferred alternative  
 is 23 projected to cost \$27 million. Given the track  
 24 record of the City of Issaquah that would be  
 25 \$54 million. In the Draft EIS, this is figure 4-  
 24,

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NW 1 view six. Conceptual alternative south. Looking  
 to 2 at Issaquah High School ball field, this is going  
 3 be very difficult to see, but here is the ball  
 4 field. Here is the fence of the ball field and  
 here 5 is the bypass. It's designated or shown as a two  
 6 lane road. There is one automobile. Why are we  
 7 spending \$54 million for one automobile?  
 8 I just have a few other points about  
 wildlife. 9 In the Draft EIS on page 485 it says large mammals  
 10 such as deer, bear, and cougar have large range  
 11 requirements. Therefore, it's likely that the  
 same 12 area makes up only a small portion of the range  
 for 13 these species, and these mammals primarily occupy  
 14 the adjacent natural resource conservation area.  
 15 My response to that is, there is evidence of  
 16 black bear habitation on both the South A through  
 17 tunnels, and blackberries which are used by  
 feeding 18 black bears, and on the South B there are recent  
 paw 19 marks on trees near the northeast corner of the  
 LDS 20 Church. And this is all on the south portion of  
 the 21 Southeast Bypass.  
 22 Cougars are known to inhabit Squak Mountain,  
 23 which we're on right now. Behind my house there  
 are

24 five trees. There's cats, and a young male was  
 25 killed last summer. These animals require  
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1 tremendous ranges and the increased sightings are  
 2 not a result of increased animal population. They  
 3 are a result of increased human population. If we  
 4 destroy the bear and the cougar the result will be  
 5 that the deer will increase. If the deer  
 increase,  
 6 then that will result in habitation destruction  
 from  
 7 overgrazing, also there will be an increase in the  
 8 number of lyme disease which is caused by deer  
 9 ticks. Thank you.

10  
 11 STATEMENT OF TOM MECHLIER  
 12 TOM MECHLIER: I'm Tom Mechlier. I am  
 13 representing the Issaquah Sportsmen's Club. I  
 14 prefer the north portion because that is the only  
 15 area where we're impacted. However, if it is  
 built,  
 16 the north pass is our preferred route, and we'd  
 like  
 17 to see that stay two lanes.  
 18 North B is the worst of all plans as it  
 splits  
 19 the Sportsmen's Club in two, and the EIS didn't  
 take  
 20 into the case all ramifications it creates.

21 It also destroys a large portion of the DNR  
 22 bumper that is now forest reserved, so it would be  
 23 taking out a large portion of the forest there.  
 24 need to maintain the urban growth lying south of  
 25 town. When folks get off the interchange and head  
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1 south, it's imperative that they get the message  
 2 that the urban growth line is about to be crossed.  
 3 Rural nature needs to be maintained with  
 4 traffic barriers such as curbs and a canopy of  
 5 trees. You want to let people know that the  
 freeway  
 6 has ended.  
 7 About 20 years from now Highway 18 hopefully  
 8 will be the best route for people south of that  
 9 highway.  
 10 And I believe also that the bypass will  
 11 encourage more traffic through Issaquah, and  
 12 a short time there will be just as much traffic on  
 13 Front Street because you're getting all the people  
 14 from south and southwest. They come around this  
 15 point rather than going the 900 route.  
 16 There's a number of omissions and errors in  
 17 the EIS which I'm not going to cover at this  
 18 meeting. We've written up a detailed report which  
 within



19 will be mailed for your consideration. It would  
20 take too long to read through everything and it  
21 would exceed the five minutes I'm allowed. Thank  
22 you.  
23 STATEMENT OF ROBERT FOREMAN  
24 ROBERT FOREMAN: I'm Robert Foreman. I've  
25 lived in Issaquah for 19 years. I live up on  
  
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32  
  
out 1 Greenwood Boulevard SW. I'd just like to point  
2 that as far as geology and soils, that once again,  
planned 3 like the second speaker said tonight, I had  
4 to say about the same things so I'll summarize it.  
that 5 Figure 4-6 shows, and Figure 4-35 states  
6 70 percent of the alternative for the preferred  
7 route would be built on either steep slopes or in  
8 seismic hazard areas.  
9 There's that two-and-a-half mile fault zone  
10 that's oriented north to south that's part of the  
11 Seattle fault. So I just want to question how can  
12 the Southeast Bypass project team consider  
building 13 a major four or five lane project right on land  
that 14 contains two-and-a-half mile long fault zone?  
15 I just want to give a little personal

16 observation. Over the past several years I've  
17 noticed from my house, as far as noise, just to  
18 that at our house on Greenwood Boulevard we can  
19 hear the announcer at Issaquah High School football  
20 games clearly and very loudly down to the most minute  
21 detail of what they're saying, up at our house.  
22 I know for sure that a road going through  
23 there with trucks are going to be extremely  
24 audible to us, and that's going to be a big detriment.  
And  
25 then the last thing I wanted to point out,  
  
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by 1 specifically about the EIS, Table 2-4 shows that  
2 2005 many of the intersections within the city of  
3 Issaquah will perform at D or F levels, these are  
4 basically failing levels.  
cost 5 Must we waste 27 to, you know, double the  
6 of overrun potential, \$54 million on a project  
7 doomed to fail. You must explore the No-Build  
8 Alternative and actively initiate new methods of  
9 commuting in the 21st century. That's all.  
10  
11 STATEMENT OF ROD AGASSIZ  
12 ROD AGASSIZ: I'm an eleven-year resident

|    |                                                    |    |                                                     |
|----|----------------------------------------------------|----|-----------------------------------------------------|
| 13 | of Issaquah at 979 Highwood Drive. I want to       | 8  | going to get more of -- is one of the greatest      |
| 14 | basically on behalf of the salmon. I think a lot   | 9  | single contributors, stands to further intensify    |
| 15 | you realize what a great resource we have here     | 10 | impact of sprawl on water flows and to get salmon   |
| 16 | the salmon coming back each year, and salmon days  | 11 | the ocean and their birthplace in the springs. It   |
| 17 | and all that.                                      | 12 | could be the new straw that broke the salmon's      |
| 18 | It's my feeling that the Southeast Bypass          | 13 | A natural forest changes the flow of water through  |
| 19 | be really detrimental along with the build-up of   | 14 | it, and rain from the sky, as rainfall, much        |
| 20 | Park Pointe, which a lot of people aren't aware    | 15 | moisture is caught in trees and layer of debris     |
| 21 | which is a 500-unit project with some commercial   | 16 | covering the forest floor.                          |
| 22 | property, also. That will easily access that       | 17 | The process of evaporation returns almost           |
| 23 | Southeast Bypass, which all this build-up can take | 18 | the moisture directly to the sky. Water that does   |
| 24 | lot of trees out, and I think that's going to      | 19 | make it to the streams generally runs beneath the   |
| 25 | harm our environment as far as providing for a     | 20 | surface. It's important, and can take weeks or      |
|    | Van Pelt, Corbett & Associates, Court Reporters    | 21 | months to get there. For salmon down the streams,   |
|    | Draft EIS Hearing, 8/1/00                          | 22 | that steady subsurface supply is ideal and we       |
| 1  | environment for salmon.                            | 23 | this. We teach about habitat and what are ideal     |
| 2  | I just want to read a couple of things here        | 24 | conditions.                                         |
| 3  | and hopefully it will make some sense to some      | 25 | It keeps waterways from drying up and               |
| 4  | here.                                              |    | Van Pelt, Corbett & Associates, Court Reporters     |
| 5  | Patrick Mazza, a private solutions writer          |    | 101 Yesler Way, #505 * Seattle, WA * (206) 682-9339 |
| 6  | researcher and another author write, Private       |    | Draft EIS Hearing, 8/1/00                           |
| 7  | to which all driven auto pollution -- which we're  | 1  | flood surges -- does that ring a bell with anybody  |
|    |                                                    | 2  | here? -- that scour gravels for the deposit of      |
|    |                                                    | 3  | their eggs. It's carrying little sediment that      |

4  
reproduction

5  
salmon

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species

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are

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12  
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sweeping

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our

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generally

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to

18  
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20  
21  
22  
flows

clog these gravels and makes successful  
possible. The forest also shades waters from  
killing heat and provides a steady supply of dead  
branches and logs, building the trails for pools  
where many salmon, primarily coho and other  
take shelter.  
With increased impervious surfaces, which  
roads from building and road projects, trees and  
stuff are no longer present to sponge up rainfall.  
Water that might have been gracefully  
into the streams over the months instead lies in  
roads. Two to five times more water rolls off  
during peak rain run-off. Flow magnifies  
ten times larger amounts. Flows powerful enough  
carry sediment and disturb habitat come ten times  
more frequently.  
Now, we've had the hundred-year flood here.  
I've been here 11 years, I think we've had it five  
times. There's a double whammy. Since water  
out instead of recharging ground water, it is no  
longer available to fill those larger channels  
during the summer dry spells.

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the

Fork

this

long

threatened

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1 That sets up salmon killing conditions for  
2 salmon, which one year of dry spring beds is an  
3 extinction threat. And ironically, if you read  
4 press, in last week's press, the mystery creek,  
5 there's always cause and effect, right? North  
6 rises up again. It says here, when King County  
7 officials show up for the kokanee salmon count  
8 week, they may find the major spawning stream has  
9 once again dried up.  
10 They say here, when water does return to the  
11 North Fork it is often a dramatic surge with  
12 dramatic water levels at unpredictable times. The  
13 creek has gone dry more than ten times since the  
14 first of June with the latest dry up lasting as  
15 as a week.  
16 George Cameron states, a lot of you may know  
17 him, he's a long term resident, he states, "If it  
18 keeps going dry, then developers will try to say  
19 that this part of the Issaquah Creek is no longer  
20 important for fish spawning and endangered species.  
21 We're concerned that developers will just put in a  
22 culvert, pave it over, and build huge apartment  
23 complexes. We don't want to see that happen.  
24 Because the creek is a habitat for  
25 or endangered species, it will likely act as a

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1 catalyst for numerous fish and wildlife experts  
2 looking for solutions to this. Cameron says, this  
3 is his quote, "It's about time. We have contacted  
4 every agency and have done everything we can.  
5 They're making promises they just don't follow  
6 through with. It's like they just don't care. If  
7 it happened here and nobody's willing to do  
anything  
8 about it, then where will it happen next. If they  
9 don't come up with an answer a lot more than the  
10 North Fork is at risk."  
11 And the last thing I want to say is the  
12 Endangered Species Acts Numerable 4-D states it's  
13 effective January 1, 2001 leaves communities  
14 vulnerable to lawsuits if their actions could be  
15 considered threatening to salmon. And I believe  
16 this project is. Thank you.

STATEMENT OF JIM BRADY

19 JIM BRADY: Hi. My name is Jim Brady.  
I've  
20 lived for over thirty years at 530 SE Bush Street  
in  
21 Issaquah.  
22 The Southeast Issaquah Bypass DEIS refers to  
a  
23 proposed roadway somewhere along the east side of

24 Issaquah, Washington. The locations of the  
25 alternative routes of this roadway are not marked  
on

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1 the ground. It is therefore impossible for the  
2 public, much less the decision makers, to  
determine  
3 and properly evaluate the various alternatives.  
4 The center line, grade, and clearing limits  
5 must be marked on the ground. And the authors and  
6 principle contributors to this project must  
7 reconfirm that their observations and conclusion  
are  
8 still accurate.  
9 The comment period for the DEIS must be  
10 extended a minimum of 45 days beyond the date that  
11 this work is completed to allow proper evaluation  
of  
12 DEIS.  
13 The DEIS states on page 486 that, quote,  
14 extent and magnitude of impacts on wildlife and  
15 vegetation that would result from the Southeast  
16 Issaquah Bypass would not be significant because  
17 extensive habitat disturbances already occurred in  
18 the project area."  
19 It is explained that lawns, domination by  
20 non-native shrubs, permanent growth, trails in the  
21 proximity of urban wildlife have all contributed  
to

large 22 an overall loss of wildlife habitat throughout

23 portions of the project area.

24 This seemed to imply that the area is

already 25 devastated so a two or four lane highway would not

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1 cause additional damage. This simply isn't true.

2 Deer, bear, and numerous species of birds

have 3 been observed in my neighborhood. The project

area, 4 for the most part, provides a rich eco-tone for

5 wildlife.

6 Under visual quality in the DEIS the second

7 paragraph of page 4-147 states that, quote, "The

8 existing views are dominated by forested

conditions 9 throughout the proposed project corridor." Which

is 10 it? An extensive habitat disturbance or dominated

11 by forest and conditions? It appears that the

12 wildlife consultants and visual foliage

consultants 13 were looking at different properties. This points

14 up the need for road locations and clearing limits

15 to be marked on the ground.

16 The right-of-way clearing will change the

wind 17 patterns in the area increasing the possibility of

18 the remaining trees blowing down creating a safety

19 hazard for drivers, bikers and hikers; and perhaps

20 nearby homes. Such an occurrence may also lead to

21 increase mass movement of soils and additional

22 hazards to those in the landslide area. It would

23 also change the visual quality analysis. Douglas

24 Fir is the primary species in the project area.

25 is shallow rooted and is susceptible to wind throe

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1 especially if an area is opened up to clearing and

2 edges are exposed.

3 Additional analysis is required to evaluate these

4 factors.

5 My last point is kind of hard to describe.

6 The freedom of a natural connection to Issaquah to

7 the Issaquah Lake Tradition watershed is a

cultural 8 resource that has not been considered in the DEIS.

9 This access is a priceless asset to the citizens

10 Issaquah that would be destroyed by construction

11 the Southeast Bypass. I recommend that you select

12 Alternative 7, the No-Action Alternative. Thank

13 you.

14

15 STATEMENT OF PAT DUKE

16 PAT DUKE: My name is Pat Duke. I live on  
17 375 SE Croston Lane. I've been an Issaquah  
resident  
18 for 14 years.  
19 I would like to address my concerns about  
the  
20 impact of the proposed bypass on the drinking  
water,  
21 and on the continued fight that we have with  
22 flooding in this area.  
23 At a time when we're being asked to think  
24 globally and act locally, I want to bring some  
scope  
25 to this.  
  
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used 1 Mexico City is out of water. Mexico City  
2 to be a jungle and is so paved over now that water  
3 cannot get into the aquifer. Northern China's  
4 aquifer has dropped eight feet. Now what is it  
5 going to be like when northern China is out of  
6 water? Eastern Europe's water problems are  
7 everywhere. The Baltic Sea has retreated its  
shores  
8 greatly, leaving farmers pumping salt water into  
the  
9 fields and all kinds of things, and the same thing  
10 is happening all over Africa.  
11 I want to bring that now to the state level  
12 because it's so easy to say it can't happen here,  
13 but remember that Mexico City used to be a jungle.

14 The Washington State Department of Natural  
Resources  
15 has a wonderful publication called, "Our Changing  
16 Nature", and it states, the State Department of  
17 Ecology has determined that about half the state's  
18 area now has insufficient water to support all the  
19 needs of the people, plants and animals. The  
20 in 250 streams is already over allocated.  
21 Now approximately 50 lakes and streams close  
22 to further withdrawals. And 100 are closed part  
23 the year particularly in the summer. And this is  
24 the state of Washington. It continues. "A  
variety  
25 of human activities such as filling wetlands and  
  
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42  
1 covering land with impervious surface, that means  
2 roads, can lead to increased surface runoff and  
3 flooding. When water is not allowed to percolate  
4 the soil, ground water sources are not adequately  
5 recharged. This can contribute to a shortage of  
6 available water for domestic uses."  
7 Now I'd like to come to the point of the  
8 proposed Issaquah Bypass, and I'm going to quote  
9 some sections here from the Draft Environmental

|           |    |                                                     |          |                                                     |
|-----------|----|-----------------------------------------------------|----------|-----------------------------------------------------|
| public    | 10 | Impact Statement because I think most of the        | 7        | Southeast Issaquah Bypass project site lies within  |
|           | 11 | has not had a chance to go and delve into that      | 8        | the mapped recharge area for the aquifer.           |
|           | 12 | document.                                           | Recharge |                                                     |
|           | 13 | Page S-13: Water quality. Greater overland          | 9        | meaning that that's how water gets back into our    |
|           | 14 | run-off volumes would result from the proposed      | 10       | aquifer. In general, the available soil mapping     |
| resulting | 15 | project under all development alternatives          | 11       | supports the understanding that most of the         |
|           | 16 | in increased vehicular pollutant loads in surface   | 12       | undeveloped areas within the project limits         |
| drinking  | 17 | and ground water. Now, this is turning our          | provide  | recharge for the lower Issaquah Valley aquifer.     |
|           | 18 | water into something like this.                     | 13       |                                                     |
|           | 19 | The Sammamish, page 439: The Sammamish              | 14       | On page 439, also, in recent years a trend          |
| A         | 20 | Plateau Water and Sewer District operates a Class   | of       | declining lower Issaquah Valley aquifer levels has  |
|           | 21 | water supply system and uses the lower Issaquah     | city     | been observed. Static water measurements in the     |
|           | 22 | Valley aquifer as its main water source with        | 16       |                                                     |
| Street    | 23 | production wells north of I-90 near the Front       | 17       | of Issaquah wells from 1981 to 1994 indicates that  |
|           | 24 | interchange. The City of Issaquah also operates a   | a        | gradual one meter, three-foot average decline in    |
|           | 25 | Class A water system that uses the lower Issaquah   | 18       | water levels elevation occurred in the lower        |
|           |    | Van Pelt, Corbett & Associates, Court Reporters     | 19       | Issaquah Valley aquifer over that period.           |
|           |    | 101 Yesler Way, #505 * Seattle, WA * (206) 682-9339 | 20       | Property losses from flooding in the lower          |
|           |    |                                                     | 21       | Issaquah Creek, and another quote from this         |
|           |    |                                                     | 22       | statement, are among the most extensive in the      |
|           |    |                                                     | 23       | county. Flooding conditions are projected to        |
|           |    |                                                     | worsen   |                                                     |
|           |    |                                                     | 24       |                                                     |
|           |    | Draft EIS Hearing, 8/1/00                           | 25       | as development continues. And I want to say that    |
|           | 1  | Valley aquifer as its sole source of water.         |          | Van Pelt, Corbett & Associates, Court Reporters     |
|           | 2  | The recharge area, this is on page 439, the         |          | 101 Yesler Way, #505 * Seattle, WA * (206) 682-9339 |
| aquifer   | 3  | recharge area for the lower Issaquah Valley         |          |                                                     |
|           | 4  | is extensive covering much of the lower Issaquah    | 44       | Draft EIS Hearing, 8/1/00                           |
|           | 5  | Valley Creek and uplands on the Lake Tradition      | 1        | we're taking our drinking water and changing that   |
|           | 6  | Plateau and Ground Ridge to the east. Most of the   | 2        | into flood water.                                   |

3 I have another quote from that document from  
4 the state. "The runoff from a one-acre meadow  
5 during a one-inch rainstorm would fill an office  
6 a depth of 2' 8". If the meadow were paved, the  
7 run-off would fill six offices floor to ceiling."  
8 Once or drinkable water is gone, would we  
9 be able to get it back? I would like to challenge  
10 those who are here tonight and anyone involved at  
11 any level with this project or with the community,  
12 to establish in the light that all I'm discovering  
13 about the proposed Southeast Bypass should be our  
14 choice.  
15 I find interesting the word "alternative"  
16 describing versions of the bypass because I see  
17 bypass itself as one alternative, and I fail to  
18 in anything I've read how other viable  
19 alternatives have been seriously considered.  
20 I ask that everyone capable of having a  
21 voice, in any way, consider the consequences and  
22 please make your thoughts known by August 15th.  
23 Thank you very much.  
24  
25  
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1 STATEMENT OF JOHN MACDUFF

2 JOHN MACDUFF: Hello, I'm John MacDuff.  
3 I've lived here in Issaquah at 620 SE Bush Street  
4 for the past 27 years. I'd like to discuss a  
5 little  
6 bit about what shows up in Chapter Two of the  
7 Draft  
8 EIS. There, in one place it's quoted, and I would  
9 like you to keep this in mind when you're thinking  
10 of everything else, it says, "should the No-Action  
11 Alternative provide the greatest balance to  
12 to impact; it would be selected over the Build  
13 Alternatives." Keep that in mind.  
14 Okay, also in Chapter Two, there's the  
15 discussion of Fatal Clause that would invalidate  
16 alternative from being considered. Four of them I  
17 think are extra important; Item No. 3, Residential  
18 Displacement. Of the Alternatives, 1, 3, and 5  
19 have  
20 a minimum of six families displaced. Alternative  
21 4, and 6 have a minimum of two families displaced.  
22 The only Alternative that has none is No-Build.  
23 Item 6; Wetland Impacts. Alternatives 2, 4,  
24 and 6 again, have a long bridge over the wetlands  
25 at  
the south end creating new shade that will impact  
the present wetland ecology.  
Alternative 1, 3, and 5 will be adding fill  
to  
the wetland to the width of the road and will

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1 drastically impact the present water flow and  
2 ecology. Again, the only alternative that has no  
3 impact on the wetlands is No-Build.  
4 Item No. 8, Steep Slope Impacts. There is  
5 area on all of the northern alternatives where the  
6 slope must be close to 100 percent. It's at a  
7 45-degree angle. At that location, the current  
8 railroad bed is about a 20-foot wide step in the  
9 side of the hill. The proposed Southeast Bypass  
10 120-feet wide at that location. This will  
11 drastically impact the steep slope in that area.  
12 Again, the only alternative that doesn't have  
13 slope impact is No-Build.  
14 Another item is No. 10, Failure to Decrease  
15 Congestion. If you look at what is shown in  
16 2, at Table 2-3, 2-4, 2-5 is data that they have  
17 from their model for the year 2005. That's three  
18 years after the bypass should be complete.  
19 There are two intersections in the study  
20 directly show the downtown impact congestion,  
21 are Front Street and Sunset, and Front Street at  
22 I-90 freeway ramps.

23 The data in their tables show at Front and  
24 Sunset in the morning and their data is showing  
25 delay, extra delay getting through the

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1 intersections. It shows that at Front and Sunset  
2 the morning, if you do a full build-out of the  
3 bypass, there is a reduction in the delay getting  
4 through that intersection in the morning.  
5 However, the evening it doesn't really matter if you build  
6 it or not. You're going to have about the same kind  
7 of delay getting through that intersection.  
8 Front Street and I-90 in the morning is just  
9 terrible. It's over 180 seconds delay, no matter  
10 what you do, whether you build it or not. In the  
11 evening it's not quite that bad, but it gets  
12 worse.  
13 Out of all of this, they're not really  
14 decreasing the congestion at all. None of the  
15 alternatives really solve the problem. The  
16 conclusion of the final EIS must acknowledge that  
17 they don't have an alternative that solves the  
18 problem. Thank you.

19 STATEMENT OF AL SOUMA

20 AL SOUMA: My name is Al Souma. I live at

|       |                                                    |         |                                                     |
|-------|----------------------------------------------------|---------|-----------------------------------------------------|
| 21    | 975 Greenwood Boulevard in Issaquah. I've lived    | 19      | different level where we can discuss this in a      |
| 22    | here for 10 years.                                 | more    |                                                     |
| 23    | First have a question. Will someone please         | 20      | truly round table discussion and come up with some  |
| 24    | show me the nice drawing of the No-Build           | 21      | alternatives.                                       |
| 25    | Alternative? Where is that No-Build Alternative    | 22      | There are many people who are willing to            |
|       | Van Pelt, Corbett & Associates, Court Reporters    | 23      | many hours to do this. I know that for a fact.      |
|       | Draft EIS Hearing, 8/1/00                          | 24      | I want to say something about traffic,              |
|       |                                                    | induced |                                                     |
|       |                                                    | 25      | traffic. Induced traffic is a term that is used     |
|       |                                                    | by      |                                                     |
| 1     | drawing that shows the light rail, metro? I can't  |         | Van Pelt, Corbett & Associates, Court Reporters     |
| 2     | find it.                                           |         | 101 Yesler Way, #505 * Seattle, WA * (206) 682-9339 |
| 3     | Can someone show me that? What is that             |         |                                                     |
| 4     | telling us? I think what it's telling us is what   |         | Draft EIS Hearing, 8/1/00                           |
| 5     | everyone's been telling me at the Front Street     | 1       | people to mean that if you build a road, people     |
| 6     | Market and different places where they've been     | will    |                                                     |
| 7     | handing out fliers. They say to me, It's a done    | 2       | fill it up. I want to quote from one article        |
| 8     | deal.                                              | here.   |                                                     |
| 9     | How do they know? Do they know something           | 3       | It's entitled, "Do New Roads Cause Congestion?"     |
| that  |                                                    | And     |                                                     |
| 10    | we don't know? I'm very curious about this.        | '98,    | 4                                                   |
| There |                                                    |         | it comes from a magazine called Progress, March     |
| 11    | are no alternative plans here, just what somebody  | 5       | and here's what it says:                            |
| 12    | wants us to do with the bypass.                    | 6       | "If you spend enough time around people             |
| 13    | So I invite you to think about that and give       | whose   | 7                                                   |
| 14    | us an opportunity, the citizens of Issaquah who    | will    | business is transportation, sooner or later you     |
| want  |                                                    |         | 8                                                   |
| 15    | to get involved. Many of us do look at the         |         | get two truisms: You can't build your way out of    |
| 16    | alternatives, the true alternatives. The light     |         | 9                                                   |
| 17    | rail, the metro, and other ideas that people have, |         | congestion, and the era of road building is over.   |
| 18    | and maybe take this level of conversation to a     |         | 10                                                  |
|       |                                                    |         | It's now time to manage what we've got."            |
|       |                                                    |         | 11                                                  |
|       |                                                    |         | Common sense supports both statements, after        |
|       |                                                    |         | 12                                                  |
|       |                                                    |         | all, we have more roads per capita than any         |
|       |                                                    |         | 13                                                  |
|       |                                                    |         | developed nation and more congestion.               |

14 The Draft EIS report, Chapter Two of the  
15 charts there, talk about what would happen if the  
16 Southeast Bypass is built. In a few years down  
the  
17 road, we'll go back to like the rest of the  
nation,  
18 which is totally built-up. So it makes no sense  
to  
19 do that.  
20 The EPA, the Environmental Protection  
Agency,  
21 says this, and by the way, I understand they do  
not  
22 support this bypass. That's my understanding.  
They  
23 say this:  
24 "Road building and expansion often result  
in  
25 induced gruel effects, sprawl, and stimulate  
  
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1 increased use of privately-owned vehicles and  
2 vehicle-miles traveled. This, in turn, tends to  
3 increase auto dependency and the demand for more  
4 roads."  
5 So, the research is here. If we build it,  
6 people will use it, and it will get filled up.  
And  
7 we all know that two-thirds of the people  
congesting  
8 Front Street come from south of Issaquah; I think  
9 people know that. And so we're really getting us

10  
11  
12 Issaquah

north

in

effects,

really,

to

back to some of the other speakers. People who  
talked about a regional solution. So I want to  
reiterate the regional solution. People in  
community need to be involved to talk about this  
issue.

And one last thing I want to say is this:  
it's curious that we have the south spur, the  
spur, the Sunset interchange, and the bypass all  
being discussed, but yet they're being discussed  
a segmented way, so we don't see the cumulative  
effects of all those projects. We see the small  
effects -- well, actually there are larger  
the bypass proposal, and then the SPAR. But  
if you look at it, it's one major project. And I  
believe that's unfair to the citizens of Issaquah  
segment these and then to give us these reports on

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1 each one but not show us the cumulative effect.  
2 Anybody produce the pictures of the No-build  
3 Alternative? Thank you.  
4

5 STATEMENT OF ROGER JOHANSEN

6 JOHANSEN. ROGER JOHANSEN: Good evening. I'm Roger  
7 I live at 10410 Issaquah-Hobart Road SE, which is,  
8 if you come into town, the city limit sign is  
right 9 by my driveway.  
10 This is the first time I've been to one of  
11 these meetings. Of all the things that I've even  
12 read in the Issaquah Press, one thing I would like  
13 to bring up is the city hasn't even considered in  
14 putting in a one-way street system.  
15 They want to free up downtown Issaquah in  
the 16 evenings so people can shop in town. Okay. At  
17 Front Street, one-way northbound from Sunset.  
18 Newport southbound to Newport to Newport Way.  
19 Now, they could have tried a pilot program  
on 20 doing this. That, I don't know if they even  
21 considered it or not, but at least people who  
drive 22 around here, they must think everybody is  
ignorant. 23 Because they know how to get around town. We have  
24 cross streets. We know how to use lights. We  
can't 25 take anymore traffic on Hobart Road that's there  
  
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1 already.

2 We're going to have to put a truck  
moratorium  
3 on Hobart Road if the bypass goes through. We  
just  
4 had a fatality last week on the south end out  
there  
5 because somebody -- and we can't have that. We  
6 can't have that.  
7 I don't have to have an alarm clock. My  
house  
8 is about 70 feet off the Hobart Road. At five  
9 o'clock in the morning, I'm woke up. Trucks are  
10 coming down there, they're running their jake  
11 brakes. Now, that's senseless.  
12 We have a beautiful valley. We're going to  
13 lose the whole thing. We lost the Sky Park down  
in  
14 Issaquah at Pickering Place because of I-90.  
We're  
15 going to lose Poo Poo Point because of the bypass.  
16 Somebody's going to get killed out there and  
they're  
17 going to say, no more. Can't have it.  
18 Last year I called King County Animal  
Control  
19 nine times because deer were killed right in front  
20 of my house. There are fox, there are bear, there  
21 are all kinds of animals out here.  
22 You know, folks, we have to try to figure  
out  
23 one way to do it, but I would wish that the City  
of  
24 Issaquah would even try to put in a pilot program  
on

they 25 a one-way system in town. You know, basically

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so 1 want the people out of downtown in the afternoon,

2 let's do a one-way street system. Try it. That

3 would be a great project. Just do it. Please.

4 Thank you.

5

6 STATEMENT OF CHARLOTTE MCCLAIN

7 CHARLOTTE MCCLAIN: Hello. I'm Charlotte

8 McClain. I live on Squak mountain. I've been a

9 resident of Issaquah for seven years now. One of

10 the many reasons we cherish living in Issaquah is

11 the good air quality. The Southeast Bypass is a

12 definite threat to our air quality.

that 13 It is vitally important that we're aware

14 the Draft EIS page S-8 on air quality determines,

15 quote, "Significant new impacts would not occur."

16 Significant new impacts would not occur to our air

17 quality here in Issaquah? With the various

18 alternatives looked at including the Southeast

19 Bypass? Really? The Southeast Bypass is

purported 20 to improve air quality and field conservation in

21 Issaquah by leaning to fewer cars backed up on

Front 22 Street.

23 Well, Issaquah is nestled at the basin of

24 three mountains. We're at the bottom of the bowl.

25 Ken Swiegert of Puget Sound Air Pollution Control

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1 said in the Issaquah Press article dated May 23rd,

2 1990, quote, "Small areas between mountains such

as 3 Issaquah Valley can collect particularly high

levels 4 of O-zone." End quote.

5 Now, whether those high levels of O-zones

6 are cumulated along Front Street as they are now,

or 7 a bit further over where the purported Southeast

8 Bypass will intersect with the Issaquah-Hobart

Road, 9 it will still settle in our Issaquah Valley, but

10 it's not going to impact our air quality. Really?

11 The Draft EIS said that O-zone measurements

12 and projections were not necessary. Regarding air

13 quality in Section S-8, Summary Table S-2 of the

14 Draft EIS air quality, mitigation not required for

15 all alternatives. Really? I question what

studies 16 were used to create the Draft EIS that determined

17 significant new impacts would not occur in that

18 mitigation not required for all. How old is the

19 data that these studies were based on?

|      |    |                                                                                                        |        |                                                                                                        |
|------|----|--------------------------------------------------------------------------------------------------------|--------|--------------------------------------------------------------------------------------------------------|
| most | 20 | I challenge the final EIS to include the                                                               | 20     | day.                                                                                                   |
|      | 21 | recent research that reflect its impacts of air                                                        | 21     | The Draft EIS grossly underestimates the                                                               |
|      | 22 | pollution on human health in the surrounding                                                           | 22     | number of daily truck trips. The Draft EIS makes                                                       |
|      | 23 | environment. Did the model used to determine the                                                       | no     |                                                                                                        |
|      | 24 | impacts of the Southeast Bypass on air pollution                                                       | use    | 23 mention of resanding gravel trucks. Don't they                                                      |
|      | 25 | consider the extreme topography of the narrow                                                          | not,   | 24 the Southeast Bypass to access Highway 18. If                                                       |
|      |    | Van Pelt, Corbett & Associates, Court Reporters<br>101 Yesler Way, #505 * Seattle, WA * (206) 682-9339 | 25     | the final EIS must include mitigation measures to                                                      |
|      |    | Draft EIS Hearing, 8/1/00                                                                              |        | Van Pelt, Corbett & Associates, Court Reporters<br>101 Yesler Way, #505 * Seattle, WA * (206) 682-9339 |
|      | 1  | Issaquah Valley?                                                                                       |        |                                                                                                        |
|      | 2  | How can the EIS state significant new                                                                  |        | Draft EIS Hearing, 8/1/00 56                                                                           |
|      | 3  | impacts would not occur to our air quality? The                                                        | 1      | prevent this.                                                                                          |
|      | 4  | developers are waiting for the Southeast Bypass so                                                     | 2      | The Draft EIS makes no mention of other                                                                |
|      | 5  | they can build 500-plus new residents that will                                                        | trucks | 3 traveling east on I-90 who might use the Southeast                                                   |
|      | 6  | utilize the bypass, with the addition of the                                                           | 4      | Bypass to access Highway 18. The final EIS must                                                        |
|      | 7  | Highlands and Calcareous developments yet to come.                                                     | 5      | include mitigation measures to prevent this.                                                           |
|      | 8  | With additional traffic flow to and from                                                               | 6      | As previously stated, the Draft EIS grossly                                                            |
|      | 9  | several million square feet of new commercial and                                                      | 7      | underestimates the number of daily truck trips on                                                      |
|      | 10 | retail businesses to be built within those                                                             | 8      | the Southeast Bypass. These trucks are diesel                                                          |
|      | 11 | residential developments, how can these not impact                                                     | 9      | fueled. This fuel creates greater amounts of                                                           |
|      | 12 | our air quality?                                                                                       | carbon |                                                                                                        |
| by   | 13 | Here are a few other concerns not addressed                                                            | must   | 10 monoxide and particulate matter. The final EIS                                                      |
| is   | 14 | the Draft EIS hazards to air quality. The county                                                       | amount | 11 include mitigation to control this increased                                                        |
|      | 15 | contributing \$5 million to the Southeast Bypass                                                       |        | 12 of air pollution.                                                                                   |
|      | 16 | construction so they can utilize the bypass for                                                        | just   | 13 Residential and commercial developers are                                                           |
|      | 17 | garbage trucks. Cedar Hills Landfill states they                                                       |        | 14 lying in wait for the Southeast Bypass to be                                                        |
|      | 18 | currently operate a fleet of 100 trucks, each of                                                       |        | 15 completed so they can build, build, build. The                                                      |
|      | 19 | which makes five or more trips to the landfill a                                                       |        |                                                                                                        |

16 county is waiting for the Southeast Bypass so they  
17 can truck, truck, truck. The final EIS must  
address  
18 these issues regarding the impact of air quality  
and  
19 mitigate, mitigate, mitigate.  
20 Remember the saying, build it and they will  
21 come? Oh yeah, they'll come, along with all the  
air  
22 pollution. Thank you.  
23  
24 MR. HAFF: Before Linda speaks, I'd like to remind  
25 the audience of two things: One, you can leave

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1 written comments on the table in the back and you  
2 can also forward written comments, as all the  
3 directions inform you, up to the 15th of this  
month.  
4 And secondly, there's also another hearing room in  
5 the back if you want to give statements in that  
room  
6 instead of this one. Go ahead, Linda. And  
7 following Linda will be in Sharon Duclos.  
8  
9 SHARON DUCLOS: I'm Sharon.  
10  
11 MR. HAFF: Oh, I'm sorry, Linda will be next.  
12

13 STATEMENT OF SHARON DUCLOS  
14 SHARON DUCLOS: This is rather awkward  
15 I don't imagine the audience is interested in what  
16 have to say, but I assume that Mr. Haff has  
17 already heard my comments. A couple of months ago a  
18 friend of mine and I traveled all over the plateau. She  
19 spent seven years on a committee drafting controls  
20 so that we didn't have a plateau like we've got.  
21 I used to stand in the parking lot of the  
22 Holiday Inn and watch the eagles over the airport.  
23 Stand in that parking lot now and look east.  
24 The bypass proposes a light at the south end  
25 of the bypass regardless of which alternative it

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1 follows. There's also a light at the Renton  
2 Issaquah Road and Hobart Road. With all the  
3 additional traffic, the guy who jumps off Poo Poo  
4 Point in a hang glider is going to be dead before  
5 hits the ground anyway from the pollution.  
6 Please have the courage to say no. There  
7 aren't many politicians who will. I hope we have  
8 some in Issaquah.  
9

10 STATEMENT OF LINDA HIELM

|               |                                                     |               |                                                     |
|---------------|-----------------------------------------------------|---------------|-----------------------------------------------------|
| 11            | LINDA HIELM: I want to talk about visual            | 8             | vision statement and the guiding principles and     |
| 12            | quality. The visual quality analysis beginning on   | 9             | goals must be covered in the EIS. The visual        |
| 13            | page 4-146 is inadequate. The visual resources of   | 10            | quality section also mentions the roadway would be  |
| 14            | Issaquah are perhaps the city's most important      | 11            | screened with vegetation. Are these existing        |
| 15            | asset. The Vision Statement of the City of          | trees?        |                                                     |
| Issaquah      |                                                     | 12            | What if the landowner decided to cut the trees?     |
| 16            | bears repeating at this time.                       | 13            | Would there be some sort of easement where the      |
| 17            | "The City of Issaquah is committed to               | city          |                                                     |
| quality       |                                                     | 14            | maintains these trees if they are on private        |
| 18            | living through preservation and enhancement of the  | 15            | property? In the event of land and tree clearing,   |
| 19            | community's unique human and natural resources."    | 16            | who is responsible for the remaining trees left     |
| 20            | Furthermore, number one on the list of the          | that          |                                                     |
| 21            | city's guiding principles and goals is              | 17            | are blown over on to houses? Or who is              |
| environmental |                                                     | responsible   |                                                     |
| 22            | excellence, and the first bullet in this category   | 18            | if land erosion and slides result from              |
| is            |                                                     | construction? |                                                     |
| 23            | to establish and implement measures to preserve     | 19            | This should all be redressed in the EIS.            |
| 24            | Issaquah's natural beauty.                          | 20            | The visual quality sections of the DEIS             |
| 25            | Only three view sheds were used to evaluate         | takes         |                                                     |
|               | Van Pelt, Corbett & Associates, Court Reporters     | 21            | up 14 pages, ten of which are useless full-page     |
|               | 101 Yesler Way, #505 * Seattle, WA * (206) 682-9339 | 22            | photographs. Out of four pages of text there are    |
|               |                                                     | 23            | four lines pertaining to the mitigation of visual   |
|               |                                                     | 24            | degradation. These four lines are worth repeating   |
|               | Draft EIS Hearing, 8/1/00                           | 25            | here in light of the City's vision statement.       |
| 1             | visual quality and these were given a cursory       |               | Van Pelt, Corbett & Associates, Court Reporters     |
| 2             | review. The photographs are poor quality, there     |               | 101 Yesler Way, #505 * Seattle, WA * (206) 682-9339 |
| are           |                                                     |               |                                                     |
| 3             | no visual quality object to relate to, there is     |               | Draft EIS Hearing, 8/1/00                           |
| 4             | little or no discussion of middle or background     |               |                                                     |
| 5             | views, and there are no planimetric or perspective  | 1             | Walls and other structures that may have            |
| 6             | views.                                              | 2             | relatively high visibility could be painted to      |
| 7             | The relationship of this project to the             | blend         |                                                     |
| City's        |                                                     |               |                                                     |



of 3 with existing vegetation and topography. The use  
4 large concrete walls should be minimized and  
5 materials for such walls should be compatible with  
6 the surrounding environment to the extent  
possible. 7 In other words, the mitigations of visual quality  
8 degradation could be zero.  
9 In addition, Figures 4-19 and 4-20, view  
10 are conceptual changes at the corner of Bush and  
11 Sixth Streets using Alternative B. This is very  
12 misleading due to not completing pictures of the  
13 severe impact to that hillside with Alternatives A  
14 and F. The EIS should include conceptual pictures  
15 for Alternatives A and F with the placement of a  
16 retaining wall along this hillside.  
17 Another matter of utmost importance is in  
the 18 land use section. Pages 4-111 to 4-115, Table  
19 14-417 mentions acquisition of Parcel No. 9200.  
258 20 square feet for Alternatives 1 and 2 and 2486  
square 21 feet for Alternatives 5 and 6.  
22 However, there is no mention in the text of  
23 north route single family properties being  
acquired 24 for these alternatives. This should be addressed  
in 25 the EIS along with its implications.

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1 The EIS must also include a plan and profile  
2 the road to determine where retaining walls will  
3 located in the north-end area and how high they  
4 be. Thank you.

5  
6 STATEMENT OF SALLY GROMMON  
7 SALLY GROMMON: Thank you. I would urge the  
8 counsel to vote for Alternative 7 and just scrap  
9 these plans. My main concern, among others, is  
10 noise, as many have said already. It says  
11 repeatedly in the DEIS that Issaquah High School  
12 severe noise increase impact and yet there's only  
13 mitigation as I understand for the North A  
14 Alignment. I don't understand why that's so.

15 As I understand it, the Northeast South  
16 Alignment is favored by the Council and if this  
17 moves forward there will be no noise mitigation  
18 IHS or it's nearby residents.

19 Page 417 describes it as not feasible or not  
20 reasonable to construct. Why is this the case? I  
21 don't understand. Also, what does constraint by  
22 local access actually mean as noted on Table 4-8.

23 I'm wondering what noise studies were done  
24 cut considerably the great influx of garbage

to  
trucks

25 and motorcycles and other vehicles that will be

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1 stopping and starting along the three lights.

2 Someone else mentioned, too, psychological or

3 academic studies for the students. How will that

4 impact them?

and 5 I work at Issaquah Middle School as an EA

6 I can tell you that these kids need a quiet, good

7 environment. We endured two years of construction

8 renovation projects and there were many, many

9 moments in time when everyone, teachers and staff

the 10 alike, were stopped and gazing out the window at

11 source of noise. It was just very distracting and

12 impossible to go on. So I urge you to vote for

13 No. 7 of the Alternative plans. Thank you.

EIS

14

15 MR. HAFF: Sally indicated that she had

16 interpreted the documents to the effect that the

alignment. 17 Council had expressed a preference for an

position 18 That's not true. The Council has taken no

19 whatsoever on any of the alternatives.

20 SALLY GROMMON: It was stated that at the

21 round table meeting it was stated that they did

22 prefer --

23 MR. HAFF: I believe that was an erroneous

24 statement from whomever made it and, in fact,

25 they've taken no action whatsoever on any of the

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1 alternatives.

2 SALLY GROMMON: Somebody preferred it.

3 AUDIENCE MEMBER: That's the project team's  
4 preference, right?

5 MR. HAFF: That's correct.

6

7 STATEMENT OF BARBARA SHELTON

8 BARBARA SHELTON: The Draft EIS for the

9 Southeast Issaquah Bypass does not address all

10 possible alternatives nor accommodation of any of

11 them. One project is not a solution. The Draft

12 also does not address all of the impact.

13 What is the cause of Issaquah's traffic

14 congestion? Traffic studies have found that

15 congestion was caused by a combination of

16 pass-through commuter traffic, school-related

transporting 17 traffic, meaning school buses, parents

18 students and students transporting themselves, and

restricted 19 local truck trips within a geographically

20 valley with only one north-south route.

|             |                                                     |          |                                                     |
|-------------|-----------------------------------------------------|----------|-----------------------------------------------------|
| 21          | Clearly, vehicle trips need to be diminished        | 18       | signal on Issaquah-Hobart Road and State Route 18   |
| 22          | not increased as the Southeast Issaquah Bypass      | at       |                                                     |
| would       |                                                     | 19       | the south-end and I-90 to the north indicating      |
| 23          | encourage.                                          | 20       | faster commutes using SR 18 to I-90 and the         |
| 24          | No one alternative will solve Issaquah's            | reverse. |                                                     |
| 25          | traffic problem. The solution must be a             | 21       | Accelerating build-out of SR 18 to four             |
| combination |                                                     | lanes    |                                                     |
|             |                                                     | 22       | as planned will entice commuters to that route.     |
|             | Van Pelt, Corbett & Associates, Court Reporters     | 23       | Issaquah-Hobart Road could be metered at SR 18 and  |
|             | 101 Yesler Way, #505 * Seattle, WA * (206) 682-9339 | 24       | Front Street could be metered at I-90.              |
|             |                                                     | 25       | A long term complementary inevitable No-            |
| 64          | Draft EIS Hearing, 8/1/00                           | Build    |                                                     |
| 1           | of regional and local approaches.                   |          | Van Pelt, Corbett & Associates, Court Reporters     |
| 2           | The DEIS did not consider a combination of          |          | 101 Yesler Way, #505 * Seattle, WA * (206) 682-9339 |
| 3           | No-Build Alternatives, which is the only way this   |          | Draft EIS Hearing, 8/1/00                           |
| 4           | problem will be dealt with in the long term. The    |          |                                                     |
| 5           | following alternatives need to be examined as one   | 1        | Alternative would be to bring metro routes with     |
| 6           | alternative.                                        | 2        | park-and-ride facilities through the Issaquah-      |
|             |                                                     | Hobart   |                                                     |
| 7           | Local trips can be decreased with options           | 3        | Road corridor.                                      |
| for         |                                                     | 4        | School-related trips are a primary reason           |
| 8           | alternative transit, buses, bicycles and walkers.   | for      |                                                     |
| 9           | However, the City of Issaquah must make major       | 5        | school bus delays and could be controlled with      |
| routes      |                                                     | 6        | several measures. Incentives could be provided      |
| 10          | and arterials accessible and safe for these         | for      |                                                     |
| options     |                                                     | 7        | students who ride school buses or bikes or walk to  |
| 11          | so people will stay out of their cars.              | 8        | discourage parent drop-offs and pick-ups.           |
| 12          | Commuter traffic can be controlled without          | Activity |                                                     |
| 13          | building a new road that will attract even more     | 9        | buses could be available daily to all routes.       |
| 14          | vehicles. Construction of the I-90 interchange      | High     |                                                     |
| and         |                                                     | 10       | schools could restrict parking to students with     |
| 15          | north and south SPARs will mitigate some of the     | 11       | demonstrated need. Street parking near schools      |
| 16          | current congestion without a need for a bypass.     | 12       | could be prohibited. Buses could be housed at       |
| 17          | Commuter traffic could be managed with a            | 13       | satellite locations to the north and south of the   |

14 district. Please consider the most compelling  
15 argument against the proposed bypass. It wouldn't  
16 work.

buses 17 With speeds of only 35 miles an hour and  
18 allowing for the deceleration of three lights,  
19 would again be backed up and waiting in traffic,  
would 20 this time on a new road. The Southeast Bypass  
21 not be a true bypass. A true bypass has limited  
within 22 access and increased speed. Three stoplights  
23 1.5 miles makes this just another arterial.

24 Issaquah-Hobart Road would experience  
In 25 increased traffic with no increase in capacity.

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1 the morning more commuters would take  
2 Issaquah-Hobart Road anticipating that the bypass  
3 would move traffic more quickly. In the evening  
4 commute, five lanes of the bypass would merge with  
5 three from Front Street into the existing two on  
6 Issaquah-Hobart Road.

7 DEIS managers claim that with this road  
8 already at capacity, traffic could get no worse.  
9 However, addition of truck traffic and more  
10 commuters extending the peak hours would cause

11 safety lapses and incidents of road rage as well  
as 12 endangering children as they enter the school  
buses.

13 Finally, this proposed project would have  
14 ramifications outside of Issaquah. As noted  
15 the congestion would merely be moved one mile into  
16 the county. The DEIS does not address impacts to  
17 the residents of Issaquah-Hobart Road or the  
18 neighborhood on 238th Way SE where the proposed  
19 bypass merges with Issaquah-Hobart Road. These  
20 impacts need to be clearly stated in the final

EIS.

21 According to the DEIS, trail heads on Tiger  
22 Mountain would be destroyed during the  
construction 23 phase and relocated. The DEIS does not indicate  
24 what temporary measures would be taken to provide  
25 access during construction, nor does it indicate

to

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1 where the trail heads would be relocated and when  
2 that would be completed.

known 3 The DEIS notes that Tributary 0199, also  
4 as Keys Creek which runs off Tiger Mountain under  
5 238th Way SE and Issaquah-Hobart Road would be  
6 relocated and culverted. The salmon-bearing  
streams 7 which merges with Issaquah Creek would be

8 irreparably harmed which could cause flooding and  
the 9 loss of salmon habitat and must be addressed in  
10 final EIS.  
11 Please consider a combination of local and  
12 regional alternatives to addressing Issaquah's  
13 traffic congestion rather than a new route.  
14  
15 STATEMENT OF KARLA CRAIG  
16 KARLA CRAIG: I have a great deal of  
17 difficulty understanding how this, as people have  
the 18 testified, questionable convenience can justify  
19 probable negative impact on a captive audience in  
20 three Issaquah schools.  
21 What appears to be a very small increase in  
22 voice, actually, when you look at the numbers as  
It 23 people have testified, is not a small increase.  
24 could have a very significant impact on the  
hearing. 25 In the April, 2000 issue of USA Today, Boris  
  
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1 Fest, Professor of Speech and Hearing Science  
2 explains that sound bounces off hard surfaces.  
When  
3 sound bounces around, it creates excessive noise  
and

takes 4 interferes with understanding speech. It only  
5 a small change of speech-to-noise ratio for a  
child 6 to go from understanding almost everything to  
7 understanding very little.  
8 This is not a small increase in noise. This  
9 needs to be considered even more seriously since  
IHS 10 and Tiger Mountain have always been open to noise.  
11 And they need to open their windows if they want  
to 12 get any kind of air conditioning.  
13 Please reconsider this.  
14  
15 STATEMENT OF MIKE KUTCHEN  
16 MIKE KUTCHEN: My name is Mike Kutchen.  
I've 17 been a resident of Issaquah since January of 1994.  
18 I live up on 565 SW Ellerwood Street. I really  
want 19 to talk today about two topics. The first is  
20 the visual effects of the road for homeowners that  
21 live either right next to the adjoining properties  
22 or those who live on Squak Mountain.  
23 My property right now today has a  
territorial 24 view and I look out over the Cascade Range. It's  
a 25 beautiful, beautiful view.  
  
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|         |                                                       |    |                                                                                                        |
|---------|-------------------------------------------------------|----|--------------------------------------------------------------------------------------------------------|
|         |                                                       | 25 | noise. I'll be greatly reduced because I'm living                                                      |
|         |                                                       |    | Van Pelt, Corbett & Associates, Court Reporters<br>101 Yesler Way, #505 * Seattle, WA * (206) 682-9339 |
|         |                                                       |    | Draft EIS Hearing, 8/1/00                                                                              |
| driving | 1 If a new road was to be put in and the with         | 1  | up the hill, but for those folks adjoining, this                                                       |
|         | 2 the addition of Park Pointe, the view from my home  | 2  | approaching 90 DB, which is a clear indicator,                                                         |
|         | 3 out the front window is going to start looking      | 3  | anything over 90 DB over a long period of time                                                         |
|         | 4 similar to the view of Bellevue when you're         | 4  | creates hearing loss.                                                                                  |
| all     | 5 eastbound on I-90 and you see nothing but homes     | 5  | Since I've been involved in this project,                                                              |
|         | 6 the way across. It reminds me of some of the        | 6  | I haven't been as good as some of my neighbors,                                                        |
| places  | 7 in California that I've visited.                    | 7  | all I ever hear are the negatives about this.                                                          |
|         | 8 What this means to me, besides the everyday         | 8  | Given all the negatives I hear about this, I                                                           |
|         | 9 reminder of this blemish and everything else I've   | 9  | say well, where's the City Council learning about                                                      |
| home.   | 10 heard bad, is going to reduce the value of my      | 10 | all the positives. Certainly not from any of the                                                       |
|         | 11 I discovered from my realtor that territorial      | 11 | meetings I've been to, so it makes me wonder. Is                                                       |
| views   | 12 with no buildings or highways are worth a lot more | 12 | this being expressed behind closed doors                                                               |
|         | 13 than if there's other homes or highways in your    | 13 | or in restaurants or in nightclubs with some small                                                     |
|         | 14 view.                                              | 14 | community. Are there some folks that are getting                                                       |
| Noise   | 15 On top of that, there's a noise issue.             | 15 | benefits here that don't want to share those with                                                      |
|         | 16 rises. Today, living on Squak Mountain where I     | 16 | the rest of the population?                                                                            |
| do,     | 17 I don't get a visual view of I-90, but I hear I-90 | 17 | We've been real nice here today. I haven't                                                             |
|         | 18 traffic. In the evening I hear a very soft hum of  | 18 | heard anyone talk about what the ramifications,                                                        |
|         | 19 that traffic. It's very clear that it's there.     | 19 | political ramifications of doing this might be. I                                                      |
| So      | 20 With the bypass, that's going to get even worse.   | 20 | can tell you myself I'm very happy to see some                                                         |
|         | 21 I'm looking at additional noise pollution.         | 21 | council members here. I guess the mayor didn't                                                         |
|         | 22 I did some checking today and they tell me         |    |                                                                                                        |
|         | 23 that a garbage truck driving by produces 100 DB of |    |                                                                                                        |
| of      | 24 noise. A diesel truck driving by produces 84 DB    |    |                                                                                                        |

don't 22 think this was important enough to come to. I  
 23 see her or some of the other city council members  
 24 here. Oh, is she here? Okay, then wonderful.  
 people 25 The other thing I heard, too, about the  
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 1 who are doing this is, it's a small group of local  
 2 people. Nothing to worry about. Small groups  
 grow 3 into larger organizations and I guess the question  
 4 that I would tell all city council members today  
 and 5 the mayor and all those folks is, come election  
 time 6 there will be ramifications of this. And  
 certainly 7 this small group might grow into a much larger  
 group 8 by that time, and the ramifications of all that  
 come 9 from -- the next election may not be what you  
 folks 10 envision today. I will certainly remember and I  
 11 won't be voting for any city council member or the  
 12 mayor if this bypass goes through, because I  
 haven't 13 heard anything positive about it. And my  
 perception 14 is we're getting railroaded here for the purpose  
 of

mayor 15 big business, and I think our city council and  
 16 ought to be concerned about the majority of the  
 17 little people and not big business. Thank you.  
 18  
 19 STATEMENT OF GEORGE COMSTOCK  
 20 GEORGE COMSTOCK: I sort of have two  
 separate 21 statements to make that are really not connected.  
 22 One is associated with traffic and the other is  
 23 associated with flooding and flood plains.  
 24 Regarding traffic, I have basically very bad  
 25 news that may cost me some applause here with the  
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 1 audience. The problem is that with the  
 installation 2 of the four-way interchange at Exit 18, the  
 Issaquah 3 High School is going to be experiencing  
 4 increased levels of traffic, regardless of what  
 5 happens to the bypass.  
 6 In fact, the bypass will probably reduce the  
 7 levels of traffic and will certainly make it safer  
 8 for high school students because the traffic  
 that's 9 going to be drawn on Second Avenue if the bypass  
 is

And 10 not built is going to create a tremendous mess.

11 you do see that at Second and Sunset, the level of

12 traffic increases dramatically when you see the

13 No-Build Alternative as opposed to the build

14 alternative.

15 That point, basically, in my mind makes the

should 16 bypass the best of a lot of poor choices. We

17 have made the decision not to build that bypass or

interchange 18 not to build the interchange. When that

19 went in, it's simply not practical for the

as 20 neighborhood that lives there and the high school

21 it is. They're really not in a position where

22 they'll be able to function.

23 So the No-Build Alternative sounds like it's

24 going to be status-quo but, in fact, it will not

be. 25 That's my one point.

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to 1 With respect to flooding, and I just wanted

2 be more specific about some of the issues that are

3 bought up in the Draft EIS and some areas where

4 there may be some room for improvement.

5 We notice that nowhere in there is there

6 actually a flood map shown delineating the 100-

year 7 flood area. I'm speaking particularly of this

South

8 A alignment.

9 We would actually really like to have that

10 flood map identified and we understand that that's

11 based on pretty preliminary information. I would

12 like to make sure that the flooding issues at the

13 south end are addressed quite conservatively until

14 other information can be found.

15 Also, I suspect that the flooding issues are

16 treated as if -- they're down at the south end --

17 are treated as if it's a pure back water

situation,

18 whereas in a situation where there's only really

19 standing water that needs to be basically the

20 that would be lost in any roadway alignment would

21 simply be replaced in time by, if not in volume,

22 someone else. In fact, during flood events,

really 23 the area on the South A Alignment of Sixth Avenue

24 serves as a secondary channel. It's basically an

25 overflow that accepts water to the south end and

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1 then sends it out further north and so there

2 is a conveyance issue that needs to be addressed.

3 The third issue is the mitigation measures

4 that are described, and there really isn't much to



like 5 describ in the mitigation measures, and I would  
6 to see more for flooding issues.  
7 There is shown a flood mitigation. There is  
8 an area for flood mitigation, but it really  
doesn't 9 appear to be appropriate for where the flooding  
10 actually occurs. It's actually considerably  
11 downstream from the real choke points. Flooding  
12 where South A aligns it comes in close contact  
with 13 the main Issaquah Creek. What's really needed as  
14 far as I can tell is some flood mitigation that  
15 would be upstream from where the choke point is.  
16 It may be possible to create a channel that  
17 brings overflow water to the flood mitigation as  
18 shown, but that's not identified and it will  
19 probably end up taking more wetlands.  
20 The other issue is that it suggests that the  
21 alternate that the Erickson property, which is a  
22 park, a proposed park, be used for mitigation.  
But 23 I'm gathering that the park is really not  
interested 24 in having that property used as mitigation for  
25 flooding. And, so there really are very limited  
  
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1 options for flooding mitigation on the South A  
2 Alignment and I think it needs to be more clearly

3 identified. Thank you.  
4  
5 STATEMENT OF JOHN SHERIDAN  
6 JOHN SHERIDAN: Thank you. John Sheridan.  
7 live at 675 Jasmine Place NW here in Issaquah at  
8 base of Squak, and my wife and I are extremely  
9 concerned about this project.  
10 I don't come from a science background, only  
11 common sense, and when you have a 1.5 mile road  
12 three lights, and then the small print, future  
13 involvement, it's advertised more as a bypass than  
14 what it really should be called. An access road  
15 future big development.  
16 Is that what we need? Come on. Come on.  
17 Let's not sell our town out. We don't even know  
18 impacts yet of East Cooper Village set to go in  
19 at SR 900. 1700 plus homes, commercial space.  
20 what are the impacts going to be when Issaquah  
21 Highlands are built, also known as Berring Ridge,  
22 thanks Ken Berring.  
23 It's ridiculous. Do we have to be sliced  
24 diced. Is this competition? What are we trying  
25 be, the most sliced and diced town? What's the  
  
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1 reward, what's the prize?

2 We just can't have another development. No,

3 no, no to Park Pointe development. This is not a

4 bypass road. Take out the lanes, just having the

5 bypass alone is enough development.

6 More deer and pets will be killed on the

road.

7 Hiking trails will be destroyed, the Sportsmen's

8 Club, the elementary school, Issaquah High School.

9 It's ridiculous, it's common sense.

10 Remember, City Council, you represent us,

our

11 futures. You're very nice people, but you don't

12 have to be sold out by the big developers. Whose

13 interests are being served? Who kicked in

14 \$1 million for this project? Who? Look it up

15 yourself.

16 It's really frustrating. Besides buses

going

17 through and gravel trucks, dump trucks, there's

480

18 homes. There's not just one car per home. At

least

19 three, right, nowadays?

20 As far as SR 18, why isn't that being looked

21 at more so with an extra commuter lane? Why don't

22 we have more van pools, with the snow chains.

This

23 might sound really outlandish, but you know what,

if

we're

24

25

not

we throw enough ideas together as a community,

intelligent people here, very intelligent. Why

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1 throw 150, 200 ideas together and we'll get a few

2 that stick rather than just one alternative to a

3 bypass.

4 What about -- this might sound really

5 visionary or maybe farfetched, what about a little

6 snow tunnel through the peak of Tiger Mountain.

For

7 those of us who are concerned about the snow, what

8 about a little tiny little tunnel along the upper

9 portion. That could be done. That could be done.

10 There's a number of ways we could look at

11 and I'm just trying to use common sense. We don't

12 know the impacts of Issaquah Highlands, this East

13 Cooper Village and why have the town come to a

14 standstill? And just, again, no to Park Pointe

15 development. This really isn't a bypass, it's a

raw

16 deal. Thank you.

17

18 STATEMENT OF ROWAN HINDS

19 ROWAN HINDS: Good evening. Can you hear

me?

20 My name is Rowan Hinds. I live at 1571 Sycamore

21 Drive here in Issaquah. For those of you that  
don't  
22 know me, I've been involved with the city for some  
23 18 years up until 1997, so I do have some  
background  
24 in how we got to this point. I think it's rather  
25 unfortunate but not all that unusual for the  
  
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1 situation.  
2 I guess I would agree that Highway 18 is by  
3 far the preferred regional traffic route.  
4 Unfortunately with human nature being what it is,  
route 5 Hobart Road will always be seen as the shorter  
6 for a majority of people than Highway 18, so we're  
7 stuck with that.  
of 8 The reason we got to this particular series  
9 route alternatives for a bypass is because there  
10 were a lot of other ones that were looked at and  
11 this was by far the preferable to those other  
12 routes. None of which made a lot of sense  
13 environmentally if nothing else.  
14 I won't take the time to debate the many  
15 traffic issues that have been raised. I'd be more  
16 than happy to talk about those with individuals at  
17 other times but I guess to speak to the DEIS  
itself  
18 tonight.

19 I think it makes sense to locate the route  
as  
20 far east as possible. That would tend to minimize  
21 the noise impact to begin with. I think it's  
22 necessary to look at additional noise mitigations.  
23 I think there obviously will be some residents  
24 dislocated and I think that also it would make  
some  
25 sense to favor wetlands and flood plains to an

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1 additional one or two homes, if that were  
necessary.  
2 I firmly believe that two lanes is  
sufficient  
3 particularly as long as Hobart Road remains two  
4 lanes. I guarantee if there were a four lane  
Hobart  
5 Road there is nothing that we could do to solve  
the  
6 problem. I think it's absolutely crucial that  
7 Hobart Road remain two lanes, and one way of doing  
8 that is to keep the bypass two lanes.  
9 I think we also then need to look at  
10 addressing divisional impacts as were mentioned  
11 earlier. That's very important to the community  
and  
12 I think that's very doable. One of the lessons  
that  
13 I learned in my many years in office, relative to  
a

never 14 situation like this, is it's never easy, it's with  
saying 15 simple, and you could never solve it by just  
16 no. Thank you.  
17  
18 STATEMENT OF KELLY SMITH  
19 KELLY SMITH: Good evening. Kelly Smith,  
20 seven-year Squak Mountain resident. Now, we've  
21 heard here, and I certainly have many, many  
22 disturbing conflicts in the EIS report and the  
many 23 negative effects the Southeast Bypass would have  
on 24 our community. Increased noise and air pollution,  
25 destruction of our wetlands and aquifers, the  
  
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1 harmful effect on wildlife, and many more equally  
2 damaging long-term environmental violations all  
3 contributing to the degradation and destruction of  
4 Issaquah's beauty and quality of life.  
5 I'd like to read to you from the City of  
6 Issaquah's Vision Statement. "The City of  
Issaquah 7 is committed to quality living and preservation  
and 8 enhancement of the communities unique human and  
9 natural resources."

10 My question is, how can the city proceed  
11 momentum on the Southeast Bypass when many of the  
12 results of the EIS report are in direct conflict  
13 with the city's statement of preserving and  
14 enhancing our unique natural resources? Thank  
you.  
15  
16 MR. HAFF: I have no more signatures on the  
17 sign-up page. Would anybody like to speak who  
18 hasn't spoken and did not sign up? If so, please  
19 come forward and give us your name.  
20  
21 STATEMENT OF SHERILL GREGG  
22 SHERILL GREGG: Hi. My name is Sherill  
23 I've lived in Issaquah for 40 years and I've seen  
24 many, many, many, changes in this town. I'm not  
25 going to get into any details because everybody  
  
else  
  
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1 has pretty much said it, but we need to go further  
2 east. Absolutely further east. It's impacted so  
3 many things by coming so close to town, and I live  
4 just half a mile From Sunset Way and they've  
already  
5 burned those houses down, and it kind of irritates  
6 me.  
7 Is it pretty much all set up because they've

8 already burned the houses and everything? Are we  
 on? 9 just flapping our lips or what the heck is going  
 change 10 But anyway, I would just like to see a little  
 11 in town and that does not mean we need another  
 12 bypass real close. We need to go further out to  
 18. 13 Thank you.  
 14 MR. HAFF: Would anyone else like to speak  
 15 who hasn't had an opportunity yet? Going once,  
 16 going twice. Yes, ma'am. Come forward, please.  
 17  
 18 STATEMENT OF CONNIE MARSH  
 19 CONNIE MARSH: My name is Connie Marsh and I  
 with 20 live up here on Squak Mountain, also. I agree  
 21 what people are saying today, but above and beyond  
 issue 22 all of the details of this matter, the larger  
 the 23 is a lack of control of the local government by  
 24 people, and I think that is where a lot of this  
 25 frustration comes from.  
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 1 We talk, we talk, we talk and still all the  
 done 2 developments go. Still the bypass feels like a  
 3 deal. It does feel like we're flapping our lips

4 here. It feels like everything we say is still  
 5 going to just go on outside of our control, and I  
 6 wonder why that is because everyone is supposed to  
 7 represent us. We live here.  
 8 I own a store and I have hundreds of people  
 9 come in my store everyday that say, What is going  
 10 on? Why aren't things changing and making our  
 11 more livable? They're more livable for those  
 12 passing through, they're more livable for those  
 13 people moving into town, but for those people  
 14 lived here forever, it's way different. For those  
 15 who've lived here for 10 years, every day, the  
 16 quality of our life degrades.  
 17 Now, I look over Issaquah Highlands every  
 day 18 and I see it getting barer and barer and barer and  
 I 19 say, you know, water goes down and they say we  
 have 20 it under control. If you build more over  
 wetlands, 21 you have more loose water, no aquifers, we're just  
 22 going to pipe water from Bellevue, that will solve  
 23 the problem. We'll just continue paving  
 everything. 24 But then again, I love the trees. I love the  
 25 animals. I love the sense of community that parts  
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I've 1 of Issaquah has and I wonder who's listening.  
2 seen all of these people at different meetings all  
3 talking and nothing ever happens in our direction.  
past 4 I have been to an Issaquah meeting in the  
5 where they say, No matter what the community  
thinks, 6 we are going to the year 2010, and we are going to  
7 progress. And I know perfectly well that the city  
8 is mainly run by city management more than it is  
by 9 city council, and there's an underlying method of  
10 making this city bigger, making it more  
substantial.  
11 It looks great on their resumés, but what  
does 12 it do for us? It doesn't do a heck of a lot.  
What 13 does the bypass do for us? Well for people who  
14 would like to go south, it would probably help for  
a 15 while.  
16 But as I see it, pretty soon we're just  
going 17 to have three exits with cars stacked up on the  
18 freeway, and then we're going to have Front Street  
19 fill up, and Hobart will be full, and then  
Newport's 20 going to be full, and we're going to be sitting  
here 21 going, Now what do we do when we could have  
22 addressed these issues now before spending all the  
23 money and causing all the future development and  
the

24 noise, the pollution, the everything.  
25 I think maybe 20 people have said, we have  
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1 many smart people here. Listen to us, we can make  
a 2 solution that will be long term, very broad, and  
3 maybe please us, too, and then we won't just be  
4 frustrated all day long. Somebody has to listen,  
5 and how do we make you listen? Do we have to sue?  
6 What do we have to do?  
7  
8 STATEMENT OF MARGARET ADARE  
9 MARGARET ADARE: I didn't sign up because I  
10 had no intentions of getting up today.  
11 AUDIENCE MEMBER: Margaret, we can't hear  
you.  
12 MARGARET ADARE: My name is Margaret Adare  
and  
13 I live at 1275 Front Street South, Issaquah. I  
have  
14 been in my home for almost 53 years. As many of  
you  
15 probably know, 10 years ago I raised my home to  
save  
16 it from the floods and I enjoy living there in the  
17 neighborhood because of the neighborhood.  
18 Three years ago I was attacked by a Rottweiler and  
19 because of the neighborhood I live in, I am  
standing  
20 here today, my life was saved.

21 I would like to let you know that I hope  
22 whatever your decisions are, you will keep our  
23 neighborhood in mind and keep it intact as-is. I  
24 thank you very much.  
25

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1 STATEMENT OF ROBERT RAKITA  
2 ROBERT RAKITA: I live on the south end of  
3 town. I live at 24998 SE 155th Place, Issaquah,  
4 Washington.  
5 The DEIS studies have been drafted to treat  
6 the Southeast Bypass project solely as an Issaquah  
7 problem while simultaneously identifying increased  
8 traffic as the by-product of regional growth.  
9 However, while identifying the causes, the DEIS  
10 neglects to address regional solutions to traffic  
11 management.  
12 The Issaquah Valley falls into this area.  
13 DEIS treats the bypass as an entity unto itself.  
14 This is inaccurate and could be reasoned as an  
15 attempt to obscure a long-term agenda for its  
16 facilitating and eventual roof of the proposed I-  
17 corridor.  
18 Studies completed since 1989 through 1997

The

605

and

19 congestion

20 as

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4 destination.

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included in the DEIS have focused on the  
at Front Street and I-90 as a core of the problem  
a massive of influx of commuters to Issaquah.  
Obviously, this is not true because it has been  
established that 80 percent of the traffic is  
passing through.  
Using recent figures of transferring this,

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this turns into 36,000 daily trips passing through  
Issaquah to somewhere else, leaving 9,000 daily  
trips as necessary trips for residents within the  
area of the valley with Issaquah as the  
For all the studies completed, the issues  
impact the Issaquah Valley has not been addressed.  
There appears to be no comprehensive study for the  
effects of the Southeast Bypass on the Issaquah  
Valley. Although the bypass proposes to alleviate  
current 45,000 plus trips a day from going through  
Front Street, those cars still travel along the  
Issaquah Hobart Road, a two-lane road safely  
at 45 miles per hour.  
How is this road supposed to sustain an  
increase in traffic at 45 to southeast of a short

16 cut? In short, it cannot. The projected increase  
17 in daily truck trips is expected to rise to 125  
with  
18 just King County sanitation trucks using the newly  
19 accessible truck road.  
by  
20 No estimates are given for the daily usage  
21 private businesses. If the increase in traffic  
the  
22 road engenders, the back-ups created by slow  
moving  
23 traffic, which is virtually inevitable due to the  
24 existing curvatures of the road. And what will be  
25 six stoplights will, in all probability,

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1 necessitate, the addition of an additional  
stoplight  
2 at Mirrormont permitting egress for residents of  
3 that community.  
4 A total of seven stoplights, seven places to  
5 slow down, brake, stop and accelerate. This will  
6 increase air pollution and noise in a valley that  
7 can readily seem to stratify air layers and has a  
8 steady increase in noise ricocheting off the  
9 southeast Tiger Mountain.  
10 The Cedar Grove roads are projected to  
project  
11 a cut-off of the bypass. Issaquah-Hobart Road  
12 passes over five creeks and parallels wetlands.

13 There have been no studies or mitigations  
designated  
14 for the Issaquah-Hobart Road in the area that over  
15 its length from Issaquah into SR 18, runs  
alongside  
16 wetlands and creeks as well as over creeks that  
17 into the salmon streams and the Issaquah aquifer.  
18 Any construction or run-off and catch basins  
19 along the length of the Issaquah-Hobart Road would  
20 be built at the level of the water take, in effect  
21 opening up holes into which existing wetland water  
22 will beach. In actuality what will be created  
would  
23 be ponds incapable of fulfilling their intended  
24 purpose of distilling surface run off.  
25 In a recent accident in which a mother died,

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1 her baby severely injured, bears testimony to the  
2 limited capacities of the road. Also, to note,  
was  
3 an incident involving oil spillage from a truck  
4 accident which was minor, but given its proximity  
to  
5 an adjacent creek served as a warning for the  
6 serious consequences possible for the project  
which  
7 will be a short-time solution at best, in fact,  
it's



8 stated in the DEIS.

9 With increase of traffic, bicycle travel not

10 uncommonly present as a recreational tourist draw

11 our area will be severely curtailed, if not become

12 wiped out. As a parent with a teenaged son and a

13 daughter, this presents a definite concern.

14 There are no studies for mitigations

15 pertaining to the effect on Issaquah Valley by the

16 Southeast Bypass. I would note in closing that

17 definition of mitigate is to make mild, soft, or

18 tender; to assuage or lessen. Mitigate does not

19 make better, correct, or prevent. It just makes

20 things not as bad over a period of time. Clearly

21 depth of 1000 cuts, which our town and surrounding

22 environments are going to be subject to. Thank

23

24

25 STATEMENT OF DAVID EDFELTD

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1 DAVID EDFELDT: I'm David Edfeldt. 12706

2 Issaquah Park Road, a 22-year resident of Hobart

3 Road. There's a couple things I want to say.

4 Number one is those of you who have not made your

5 comments in the other room, if you don't want to

6 speak here, that's fine, but please make sure that

7 your comments are heard and recorded in the other

8 room. It's a very painless experience. I had a

9 good time in there.

10 Since most of my comments have been made

11 there, there are just a couple of things I missed

12 that I'd like to add here. One is my very great

13 concern about what are we going to see happen to

14 I-90 once we get all these people rolling off the

15 plateau.

16 We're already starting to see the backup

17 is already beginning to happen on I-90. I-90

18 through Issaquah being basically like 405 that

19 through downtown Bellevue. Even without this

20 bypass, once we put this bypass in this place,

21 going to be backing people up on this side who

22 that this is the shortest way, this is the easy

23 All these other things you've already heard, so

24 really concerned that not enough has been said

25 what is going on with I-90 already. Even if this

which

goes

we're

think

way.

I'm

about

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1 thing works the way we think it will, people won't  
2 be able to get on that road.  
3 The other concern people have with bypassing  
4 town is, of course, head north up the side of the  
5 lake. There hasn't been enough addressed with it  
6 already.  
7 One place under I-90, beside the Mexican  
8 restaurant, there's a way that we could get  
another  
9 road underneath there. It would be possible that  
10 you could route traffic that's on Front Street  
11 through that road, spin them around, make a Q up  
12 there out of the way of traffic that's trying to  
go  
13 north and south through Front Street. That would  
be  
14 a much less expensive proposition and wouldn't  
15 impact this delicate land.  
16 I'm deeply concerned about this last  
speaker's  
17 comments. I agree totally with what he had to say  
18 about the impact on Issaquah Creek. That creek  
19 could be carrying much more salmon than it is now.  
20 They're stopped currently at the hatchery. I  
really  
21 wish they would break that thing down because it  
22 really is a rich, rich environment. And as we  
start  
23 allowing more and more development south of town,  
as  
24 this thing will permit, it's really going to  
create  
25 a worse problem for the estuary, the creek.

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1 Finally, I do have grave concerns about the  
2 competence in the community in this  
3 development-driven sort of scenario that I'm  
seeing.  
4 I've seen it happen with the development across  
5 town, over where Costco is, that area over there.  
6 We've seen it with the development on Gilman.  
We've  
7 seen what's happened on the plateau.  
8 I think there's a perception that if you  
just  
9 wait long enough, people will get discouraged.  
10 They'll give up and they'll just quit coming to  
11 meetings and then the developers can do what they  
12 want to do. And I'm gravely afraid that we're in  
13 that sort of situation again where we've already  
14 been through this a couple years ago.  
15 Now the drawings look pretty radically  
16 different. Suddenly we're allowing a development  
on  
17 the hill. More lights. This doesn't look like  
what  
18 we were talking about a couple years ago, and the  
19 essence of what this thing was supposed to do, I  
20 don't even think it will do anymore. So that's my  
21 comments. Thank you.  
22  
23  
24  
25 STATEMENT OF MARY CHARROW

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1 MARY CHARROW: Good evening. I'm Mary  
2 Charrow. We have a family of four living on Squak  
3 Mountain for about a year and a half now. I have  
4 two teenagers at Issaquah High School and I think  
5 that the high school tends to be not right through  
6 the bypass, but so directly near it. Of course,  
7 both my kids are athletes, which I'm very glad  
about  
8 but I live there, too, and it is a beautiful  
place.  
9 I don't think it's just the aesthetic values that  
10 we're talking about here. It's the location and  
the  
11 direct vulnerability.  
12 If you want to keep a community healthy you  
13 have to look to the health of the kids, and that  
14 starts at the school. And, secondly, the valley  
15 coming south is just too narrow to support the  
kind  
16 of structure that they have drawn here. And  
17 thirdly, I don't want it. I don't like it, I like  
18 the way it is. I know it's congested. There has  
to  
19 be a far more viable use of development, in my  
mind.  
20 Thank you.  
21 MR. HAFF: Would anyone else like to  
speak,

22 please come forward and give us your name and  
23 address.  
24

25 STATEMENT OF PHYLLIS SCHAFF

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1 PHYLLIS SCHAFF: I was going to save this  
2 another time because it doesn't directly address  
3 DEIS. However, after hearing all this stuff, a  
4 or so ago I started making some phone calls. I  
5 wanted to find out who is ultimately benefiting  
6 this bypass. I got passed around a whole bunch of  
7 times. A bunch of different phone calls.  
8 I wrote down a couple of names and I talked  
9 someone at First Wellington. Now I understand  
10 someone else has the development now. But we  
11 for a while and I said, you know, I live on Bush  
12 Street. I have a nice dry basement. What are the  
13 chances of that staying like that? And he said,  
14 you won't have it. If that development goes in  
15 the bypass, you won't have a dry basement. He  
16 actually told me that. He's a developer.  
17 And another thing that hasn't been talked

18 about much, who's paying for this? Where is all  
19 this money coming from? We're retired. I don't  
20 want to pay for it. This is not fair. It's the  
21 citizens of Issaquah that are paying and I don't  
22 think they're making that very clear, so again, I  
23 say no bypass. Use 18. It's there. It can be  
24 used. There are a lot of solutions and this isn't  
25 good and I don't want floods and a wet basement.

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1 So, I say no bypass.

2 MR. HAFF: What is your name and address?

Bush

3 PHYLLIS SCHAFF: Phyllis Schaff, 375 SE  
4 Street.

speak?

5 MR. HAFF: Would anyone else like to

guess

6 Going once, going twice. Seeing none, then, I

the

7 we will close the hearing. Staff will remain in

8 room in the back. We will be here until eight

9 o'clock if you'd like, and attempt to share any

10 information that you may ask us about. Thank you

11 very much. And by the way, please don't forget to

12 get written comments. Either in the box behind us

by

13 or send them to the address on the comment sheets

14 August 15th. Thank you very much.

15

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# C E R T I F I C A T E

STATE OF WASHINGTON )  
 ) ss.  
COUNTY OF KING )

I, Nancy L. Bauer, a Notary Public in and  
the State of Washington, do hereby certify:  
That the foregoing hearing was taken before  
at the time and place herein set forth;  
That the testimonials of the participants  
at the time of the hearing were recorded  
stenographically by me, and thereafter transcribed  
under my direction;

record 13 That the foregoing transcript is a true  
14 of the testimonials given by the participants at  
the 15 public hearing to the best of my ability.  
16 I further certify that I am in no way  
related 17 to any party to this matter nor do I have any  
18 interest in the matter.  
19 Witness my hand and seal this 14th day of  
20 August, 2000.  
21  
22 NANCY L. BAUER, Notary Public  
Washington, in and for the State of  
23 residing at Seattle. Commission  
24 expires April 19, 2004.  
25 WA CCR No. BA-UE-RN-L330B5

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